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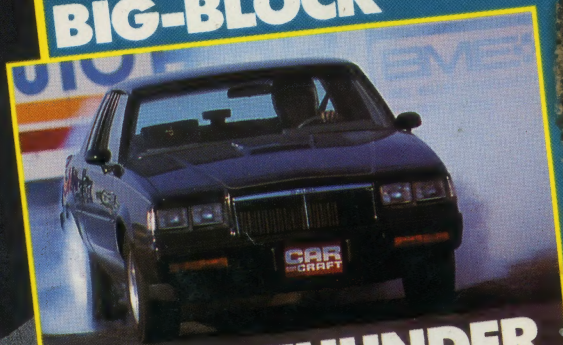
CAR CRAFT

GIANT MUSCLECAR PULL-OUT POSTER

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MUSCLECARS**
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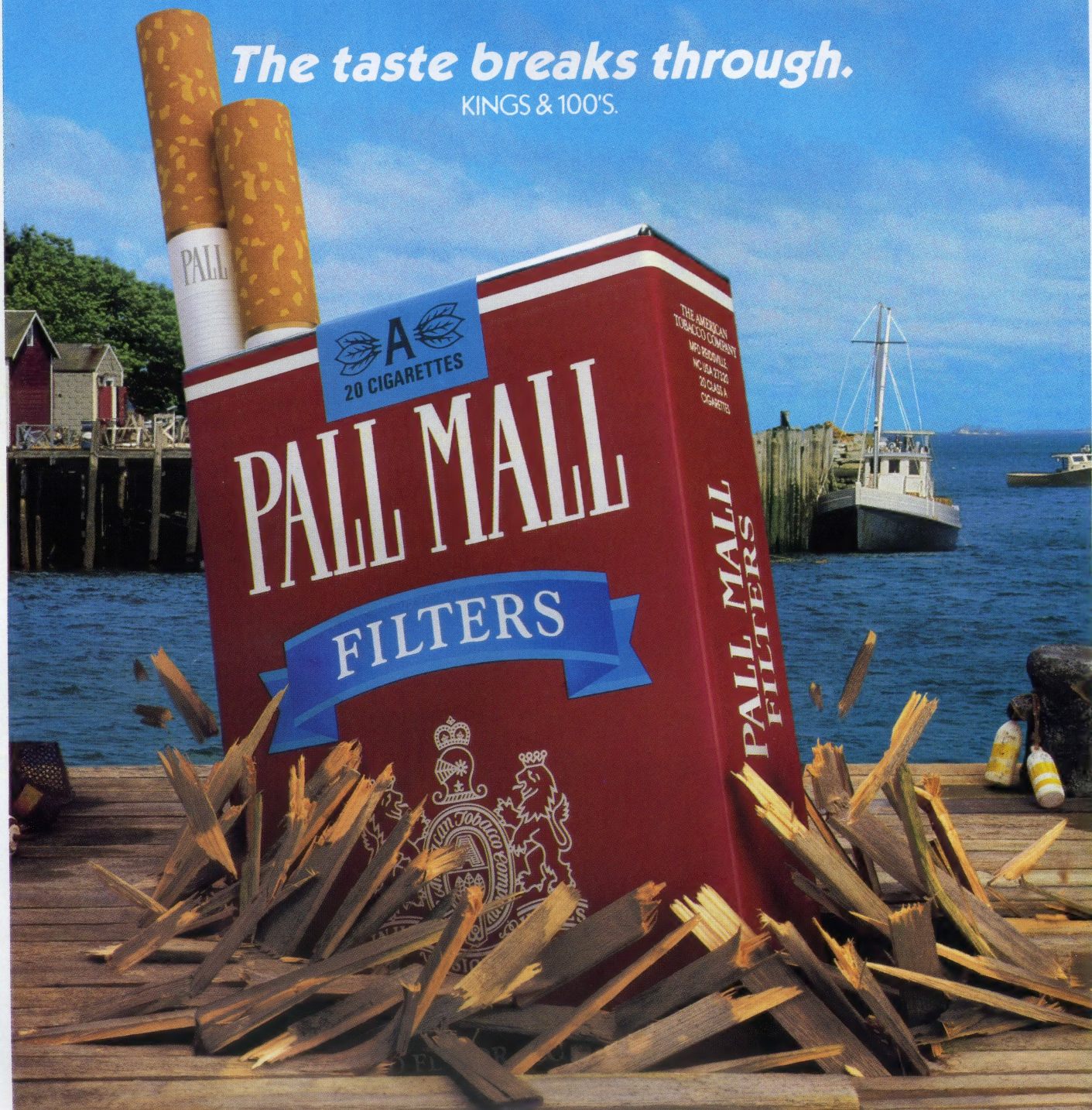
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CAR CRAFT

M A G A Z I N E

November 1989

Volume 37 Number 11

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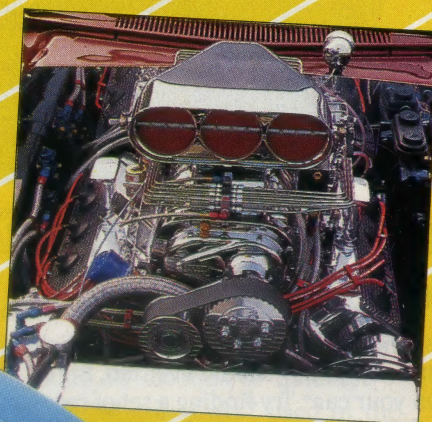
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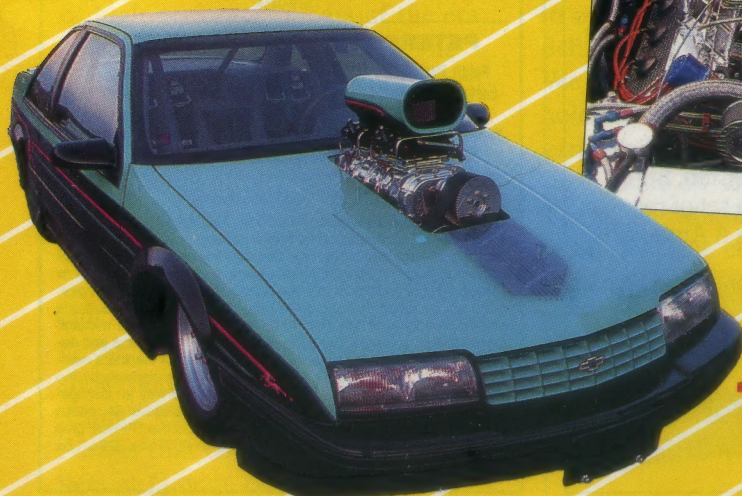
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ON THE COVER: The awesome power of the legendary musclecars continues to be one of the most controversial subjects of bench racers everywhere. The CC staff adds fuel to the fire with our "Meanest Musclecar" selections. While each of the editors of CAR CRAFT picked their favorites, violence erupted when Jim Losee and Dev Anand squared off on the subject of Rat versus Hemi power. Regardless of your favorite, turn to page 21 to see whether you agree with us.

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A Case for Musclecars

Musclecars are hot property. Few could argue with that statement, but the definition of "musclecar" is changing. Ten years from now, we'll look back on the 1980s as one of the most muscular decades of all, yet today, the term "musclecar" is generally restricted to those cars built from 1964 (starting with the GTO) through 1971. (However, it is often extended to include the impressive '73-'74 Pontiac Super Duty Trans Am and Formula models.) I stand before you with the case to broaden the definition of the term.

The musclecar in its truest form is a car which utilizes a large-displacement engine in a smaller-than-normal chassis. The '64 Pontiac GTO is considered the first musclecar because it used the mid-sized LeMans chassis and the large 389cid engine. Subsequent offerings such as the 4-4-2 Olds, Z16 Chevelle, and Plymouth Road Runner used the same formula and added heat until an all-out factory war was in progress. Each of the factories participated, lobbing horsepower shells at each other through the 1960s in order to satisfy the performance-seeking synapses of our brains.

But why can't we include the other high-performance cars of the era under the musclecar banner? The big-block Corvette and hybrid Ford-powered Cobra gave us the ultimate performance injection, melting tires with 500 lbs-ft of torque, and setting racing records with each passing weekend.

In similar form, the Trans-Am circuit was the target of another factor in the performance equation with showroom-like Camaros, Mustangs, 'Cudas, Challengers, Cougars, and AMXs that cooked through the corners at famous racetracks around the

country, driven by such legendary drivers as Donohue, Follmer, Posey, and Gurney. These ponycars, as they are categorized, helped stimulate the small-cube-displacement branch of the performance family tree. But at this time, they are excluded from the musclecar definition.

Our staff selection of "The Meanest Musclecars" was quite enlightening. Our pick of the top machines is



broadening, as is our perspective of the musclecar era. Although many will cry foul, certain cars are deserving of the musclecar label simply for the performance they produce. For this reason, the selections presented in our cover story utilize a broader definition of the word "musclecar." We hereby define musclecar as a car holding one basic characteristic regardless of year of birth: quarter-mile times of 15.50 seconds or quicker. The label "Missile Cars" used in the April '89 issue comprises the upper echelon of this category and includes such dealer-built cars as Yenka Camaros and Grand Spaulding Dodge Darts.

Confused? Don't be. Musclecar or Missile car, they're all fast!

—Cam Benty

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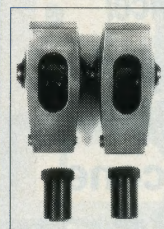
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Bearing engineers spend countless dollars on research to determine what coatings should be put on bearings to reduce the effect of friction in a new engine start-up. In your "514 Street/FX Ford" article (CC 6/89), the mechanics sand their bearings before installation. Sorry, I will pass on their engines.

Michael Houston
Ventura, CA

Bearing prep has been a constant source of conflict in our engine build-ups. Bearing manufacturers stress that bearings require only a light coating of oil before installation. Every engine builder we work with has their own bearing ritual. Most clean the bearings with solvent and take a swipe across the bearing surface with a Scotchbrite green cloth to remove high spot debris. None of the engine builders actually "sand" the bearings; at most, they just deburr the edges. If we alluded to "sanding with 80-grit" we apologize.—Ed.

SHELBY BLACK BOX

I just finished reading the "Road Test" on the Shelby CSX-VNT in the August '89 issue and felt compelled to write. While it is indeed true that the basic design of the Variable-Nozzle Turbo is by Garrett, Chrysler Engineering had a major

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hand in the development of what makes the system work: the electronics.

As you might surmise, there's a lot of "black box" magic going on in a system such as this that does not use a wastegate. Chrysler currently holds one patent (with another pending) on the software electronics that make those movable vanes do their thing in the correct way at the correct time.

C. Van Tune
Shelby Automobiles, Inc.
Whittier, CA

LEAKING INFORMATION

In response to a letter titled *Leak Check* ("Tech Talk," CC 8/89) and your suggestion to use liquid ether, I would like to add that WD40 works just as well and won't give you as much of a false reading when sprayed near the carburetor.

Jim Fisk
New Orleans, LA

Thanks for the tip, Jim. We'll try it next time we have a leak.—Ed.

BAN ON PERFORMANCE

I'm writing to you after reading the article on the California State Automobile Association ("Straight Scoop," CC 8/89). I think these people should give it a rest. As long as these new so-called muscle or performance cars still get good gas mileage, then who cares if they go from 0 to 60 in 6 seconds or less? I think that's great, and I'm sure that over a million people agree. Tell them to go pick on motorcycles.

Rob Ayers
Bloomington, IN

Have you sent a copy of that article to your congressman? We can stop this craziness.—Ed.

HOWES FLIES

Let's set a few things straight. Tommy Howes and the R.C.D. Nissan, along with Jimmy Lyons and friends, flew the very first all-steel-

bodied car with doors through the 6-second barrier! The record-setting engine had just come out of John Parris' Alcohol Funny Car (not Dragster), but was still almost 100 cubic inches smaller than most Top Sportsman cars. That historic run has been labeled a flash in the pan by some, and outrageous by others. It seems that Jon Asher ("200 MPH On Nitrous," CC 8/89) thinks the car should have run much quicker and faster than it did. If Mr. Asher believes he can get a supercharged car, or any other car, weighing over 2700 pounds to run 6.50's with 540cid and the same set-up, then I would like to see him do it.

The engine that has been in the Nissan since that 6-second run is not a Funny Car engine. It is the same Rodeck that Tommy and Jimmy have been running for over two years with Wild Bunch Racing. It has been running consistent 7.2's and 7.1's on very marginal tracks, and ran consistent 7.0's for two days at the Spring Nationals in Bristol.

These two guys have come up the ladder on their own. They have had to make do with what they have, along with a little ingenuity. Right now, the car is funded only by Wild Bunch Racing. Complaints have been made that Tommy does not support the class. No one is more unhappy about that than Tommy himself, but when an IHRA event is scheduled the same weekend as a Wild Bunch race, needless to say he's committed to the Wild Bunch race.

With a new IHRA professional class coming next year, it seems the boys with the nitrous cars are getting nervous. The word is that several Top Sportsman boys are coming down on IHRA to have the Nissan thrown out of the class next year. I always thought that the whole idea behind the Top Sportsman class was "Run whatcha brung, and hope ya brung enough!" Now, because some little guy comes along using a little innovation and a lot of hard work, some of the players want to cry foul. What if Don Garlits had been thrown out of racing because he put his engine in the rear of his dragster?

Tommy has complied with every IHRA rule. The boys with the big

bucks want to change the rules and legislate him out of the game. They are not concerned about the other supercharged cars—the R.C.D. Nissan is the only car they want outlawed. How ironic. Weren't we all "outlaws" before IHRA's Top Sportsman?

Jo Ann Howes
Laytonsville, MD

We have heard no complaints about Tommy not supporting the class (Top Sportsman) in national event competition. Everyone understands that guaranteed money from match races must come before open competition events, particularly for unsponsored machines. That's literally the only way to survive for the occasional national event outings, such as the Spring Nationals in Bristol, when Howes made it to the final round of the Summit Quick 8. Yes, we have heard negative comments about the car as it might relate to next year's professional class, which we'll call the "Quick 16" (until a formal title is announced).

The complaints are based not upon

the car's alcohol fuel, or its supercharged engine, but rather the location of the engine, estimated to be set back 30% for greater traction and weight over the rear wheels. Both Jeff Weddle (who won Top Sportsman at Bristol) and Walter Henry are running alcohol-fueled, supercharged cars, and there are virtually no complaints about them that we're aware of. That's because both cars have maximum 10% engine setbacks, making them legal for United States Super Circuit competition, while Howes' car is not. Engine setback is precisely the problem.

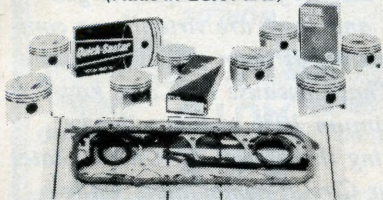
Numerous aftermarket representatives, several members of the enthusiast press, and a number of other racers continue to believe that the 30% engine setback gives the R.C.D. Nissan the potential for amazing performances. The thinking is that if the combination is thoroughly thrashed, the car could be capable of consistent elapsed times in the 6.8's with speeds over 215 mph. With a 10% engine setback the performance potential would put the car right near, and pos-

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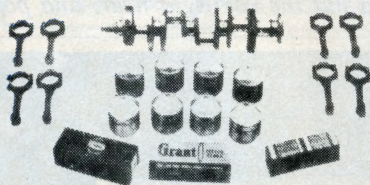
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BACKFIRE

sibly at, the top of the heap, but not clearly and substantially ahead.

In that configuration, your "Run Whatcha Brung" comment would be appropriate. No one is crying foul. But, it is very possible that IHRA will institute the kind of 10% engine setback rule that the USSC now utilizes, and you would then be forced to either change the car, or limit yourself to Wild Bunch outings. If you did change, you could find yourselves eligible for competition in all three groups: the Wild Bunch, USSC, and IHRA.

One more thing. The reference to Garlits altering his engine location is irrelevant because he was competing in what's considered a completely unlimited category. Top Sportsman is not the same kind of category. No one that we've talked to wants to outlaw just the R.C.D. Nissan. The consensus seems to be that any car with an engine setback of more than 10% should be outlawed from eligibility for the "Quick 16."—Jon Asher

GETTING BACK INTO THE RACE

I stepped out of drag racing almost 15 years ago, but with a few lucky slaps from the hand of fate I am looking forward to getting back into the sport. As I flip through the magazines at the supermarket, I have to ask, what the heck is going on?! Two hundred mile-per-hour big-block '55 Chevys on laughing gas? Funny Cars running faster and quicker than the Top Fuelers of a decade ago? Fuelers running close to the 300-mph mark? What should I do, build a car or rent a Lear jet every weekend? Please help an old bleach burner and give me the addresses of the NHRA, AHRA, IHRA, and any other RAs where I may obtain rulebooks. Then I can decide which path to take in this madness.

C.A. Harmon
McAlester, OK

Lear jets are for wimps. Build a car! The addresses you want are: NHRA, P.O. Box 5555, Glendora, CA 91740-0750; IHRA, P.O. Box 3029, Highway 11E, Bristol, TN 37625;

AHRA, 4701 College Bld., Suite 112, Leawood, KS 66211.—Ed.

BLOWER LOW-DOWN

I recently bought a 392 Hemi motor that came with a Littlefield blower. Most of the local auto shops have books on every Chrysler/Dodge motor but mine. How can I contact Littlefield for parts and info on this blower?

Jason French
Winter Garden, FL

We suggest by mail or telephone. Write to Littlefield Blowers, Dept. CC, 6840 Orangethorpe, Unit L, Buena Park, CA 90620, or call 714/739-2275. Don't forget to tell 'em where you got the number.—Ed.

YUGO FIRST

I recently picked up the story, "Street Freaks," and I think I've got



one—an '88 Yugo GV. It's all stock but it gets a lot of looks.

By the way, could she withstand nitro?

James Stoncius
Little Rock, AR

You mean nitroglycerin? Go for it!—Ed.

GAS PAINS

Regarding no-lead gasoline and older cars: I have read that the older cars need a lead additive and I have also read that they do not. One article recommended octane booster. Some products provide just lead while others provide both lead and an octane booster. I own two '69 Mustang 302s, a '72 Chevelle with a 350, and a '69 Camaro RS with a brand new rebuilt 402 engine. None are customized or raced. Each is

driven 5000 miles per year. All gasoline in this area is no-lead.

Mark Jonas
Schererville, IN

It's a confusing topic, Mark. The article "Living In A Lead-Free World," (CC 1/85) dealt thoroughly with many of the questions you raise about lead and octane. It would be worth rereading. If you cannot find this article in your own back issues or at your local library, reprints can be ordered from the Petersen Library, 8490 Sunset Blvd., Los Angeles, CA 90069. The cost is \$3 per reprint. A bargain!—Ed.

WRITE ADVICE

I am writing to comment on the letter by Doug Stahl entitled *Two Out Of Five* ("Backfire," CC 7/89). Doug expressed his disappointment in some aftermarket companies who did not respond to his request for information on their products.

Since I have worked for an aftermarket company and was required to answer letters like Doug's, I feel that I can offer some good suggestions on how to be more successful in having future customer questions answered.

1. Make sure that you have your complete name, address, and phone number on your letter. It was amazing how many letters had to be thrown away because we did not know where to send an answer.
2. Type or print your letter clearly.
3. Be specific and keep the letter short. List the year, make, engine size, and any pertinent modifications made to the car. Do not ask general questions, such as "What products do you have for Chevys?" and don't send a 12-page letter which requires a 25-page answer.
4. If you have a complicated question, spend the extra dime and make a phone call. It is much easier to answer a complicated question on the phone than on paper.
5. Purchase the company catalog. It may cost anywhere from \$1 to \$6, but if you are really interested in the products, it should answer most of your questions and the cost will be worth it.
6. Be patient. Most people don't realize how much mail these compa-

nies receive. It takes time to answer all of those letters.

I hope that these suggestions will save some future customers from heartache.

Brian Stampfl
Upland, CA

VINTAGE VETTES

I read the article *Corvette ZR-1 Versus '67 427 Corvette* ("Point Of View," CC 7/89). All I can say is that anyone who would spend 50 grand for a car to run a 12.8 e.t., or go 172 mph is nuts. For that money you could probably take the 427 Vette and do 3's! Or if 172 on the freeway is your thing, how about a lightened '73 Super Duty Trans Am? For 50 grand, you could probably do 172-mph-plus 12-second quarters, and still ride in style. I've grown up between the old and new musclecar eras, and although I prefer '60s muscle, I readily admit that there are some pretty quick new cars on the streets now. But to put things into perspective, I'd have to agree with the arguments for putting your hard-

earned dollars into vintage muscle versus the new high-tech, high-priced machines of today. I own a '65 Goat. You can bet that if I had 50 grand to spend, it wouldn't be on a ZR-1. More like a Ram Air V powerplant, M22 gear box, 4.11:1 gears, and a lot more. No flashy paint or chrome, just good old full-boogie horsepower. Fifty grand—if only today's youngsters knew what that could *really* buy!

Guy Grogan
Riverside, CA

DEPARTMENT OF CORRECTIONS

It looks like I unintentionally goofed on something I wrote in your August issue. I incorrectly credited Baucom Race Cars with having built Willie McKinnon's Magic Camaro, when it was, in fact, built by Tootee's Race Cars of Neeses, South Carolina.

Sorry for any confusion this may have caused.

Jon Asher
Lake View Terrace, CA ☐



225 horses
are bound to kick
something.

225 horsepower at 4200 rpm. 300 ft. lbs. of torque at 3200 rpm. Gas-pressurized struts up front. Quadra-Shock system in the rear. And four patches of extra fat rubber on the pavement. Mustang GT. Grab onto the five-speed and make your move. It's a kick in the tranny.



Buckle up—together we can save lives.

Best-built American cars.

The best-built American cars are built by Ford. This is based on an average of consumer-reported problems in a series of surveys of all Ford and competitive '81-'89 models designed and built in North America. At Ford, "Quality is Job 1."

All 1990 Mustangs are equipped with a driver air bag supplemental restraint system.

Ford Mustang GT

Have you driven a Ford...lately?



STRAIGHT SCOOP

DOBBERTIN BEGINS
CONSTRUCTION... NUMBER ONE
ZL1 CAMARO... DODGE
DECLASSIFIES THE STEALTH...
KUHLMANN GRABS ANOTHER
RECORD... SALT SIZZLERS...

KUHLMANN DOES IT AGAIN!

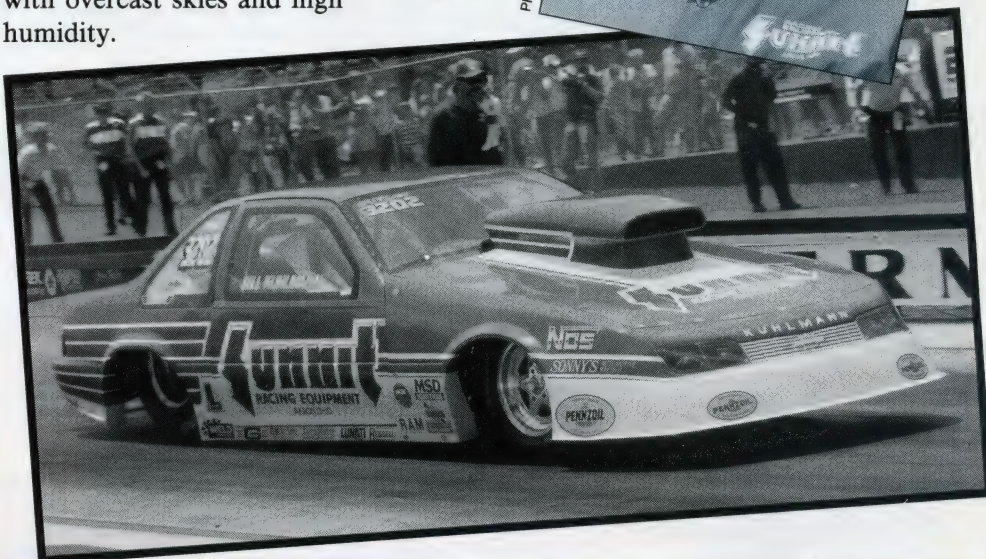
Top Sportsman ace Bill Kuhlmann has gotten into the record books again. The first man to exceed 200 mph in the quarter mile in a naturally aspirated gasoline-burning doorslammer drove his '89 Summit Racing Equipment Chevrolet to a 6.874 e.t. at 207.54 mph.

The quickest quarter mile in history for a passenger-style car occurred at Englishtown, New Jersey's Old Bridge Township Raceway Park in a United States Super Circuit race. Kuhlmann, currently in first place in USSC points standings, took advantage of the excellent track conditions, with overcast skies and high humidity.

Kuhlmann's Beretta is powered by a 600-plus-cubic-inch dual four-barrel Rat motor with nitrous oxide injection.



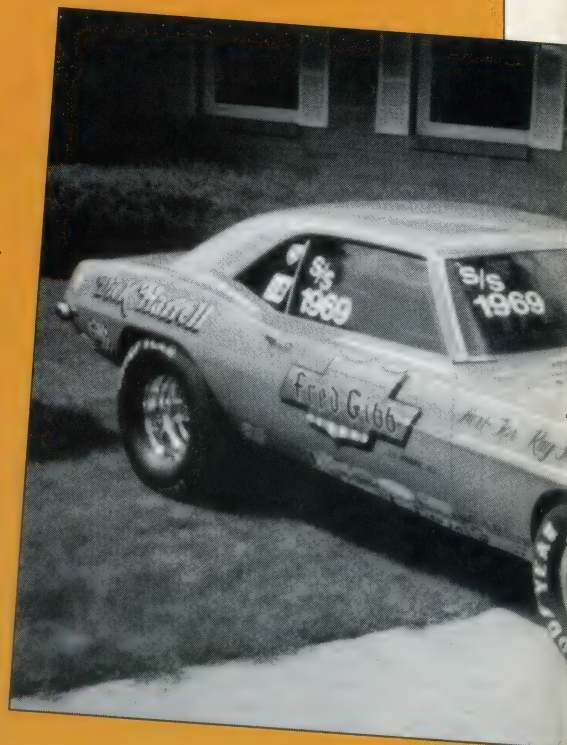
PHOTOS BY JON ASHER



THE FIRST ZL1 CAMARO COMES HOME

CAR CRAFT readers should remember Bill Porterfield, Oldmobile's Future Systems and Technology Engineer and avid street machiner. His most recent personal project has been tracking down information on a very special ZL1 Camaro. His "other" Daytona Yellow ZL1 was featured in "Top Gun," CC December '86.

His latest find is the very first ZL1 ever built, the same car raced by Dickie Harrell and sponsored by Fred Gibb Chevrolet back in '69. Porterfield tracked down the car and has just completed a painstaking restoration of it to its heyday condition. Porterfield took the completed car down to LaHarpe, Illinois, to see Fred Gibb. Don't miss next month's feature on the car and Chevrolet dealer Fred Gibb, the man behind the legendary racing ZL1.



STEALTH BOMBER

Move over, Corvette. Even radar can't track Dodge's newest offering in the high-performance wars.

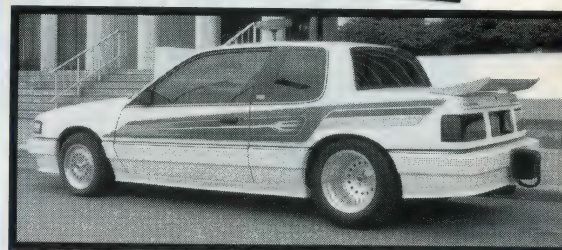
Scheduled to debut as a '91 model, the Stealth promises to be Dodge's quickest-accelerating production car since the Hemi 'Cuda. The sleek, sinewy sheetmetal is reminiscent of the Eagle Talon/Plymouth Laser family, but Dodge assures us that it is a brand-new platform engineered by Mitsubishi.

The Stealth's mechanical credentials are simply awesome. You might have guessed a V-6 and you'd be right. But no one expected the Mitsubishi 24-valve DOHC engine to sport not one but *two* intercooled turbochargers! According to sources,

the estimated brake horsepower of this powerplant is over 280, nearly 35 more than the much heavier L98 Corvette.

Fully independent suspension complements the Stealth's all-wheel-drive system (you have to get all that horsepower to the ground somehow) and four-wheel anti-lock disc brakes. Four-wheel steering is optional, but not much else. A Getrag five-speed trans does the cog switching.

What kind of performance can we expect? Conservative estimates place a 0-to-60 mph time in the very low 5's, and a top speed of 160 mph. No firm word on price for this Vette-eater (and even a ZR-1 won't embarrass it), but our guess is in the \$25,000 to \$35,000 range. We'll keep you posted on this hot new Dodge.



DOBBERTIN CONSTRUCTION COMPANY

Rick Dobbertin's Pontiac Grand Am hit such a strong chord with many of you that Rick has gone into construction of the front-wheel-drive, rear-tubbed machines on a regular basis. The Dobbertin touch includes careful modification of the rear suspension to contain the large tires which are

AND NOW, THE NEWS...

Bridgestone Corporation announced that their **North American subsidiaries** will be **merged** into a single corporation called Bridgestone/Firestone, Inc. to be based in Akron, Ohio.... **Eagle Motorsports** and **Paul Rossi Performance** are now four-for-five with the new **all-wheel-drive Eagle Talon** in the IMSA Firestone Firehawk series.... **Goodyear** reports it has developed a new line of A/C refrigerant hoses that **reduce the emission of ozone-depleting CFC** into the atmosphere...Those looking for the nearest Goodyear retail outlet can call toll-free 800/CAR-1999. The new **"Touch Map Locator System"** became active throughout the country in June.... **Chevron Pro-Care** announced they have introduced a **lead substitute** to prevent valve seat wear in older vehicles....A U.S. Department study said the **average price for a new car in 1988 was \$14,387**. This compares to \$3406 in 1968...Overall Corporate Average Fuel Economy (**CAFE**) **improved last year from 28.4 mpg to 28.7 mpg**. Not only did the overall passenger car fleet CAFE exceed the 26.0 mpg for the 1988 model year, but also the higher 27.5 mpg standard originally set by Congress for 1985 and beyond.... Longtime **Mopar racer Jack McCormack** is now Tech Advisor to the **Mopar Performance Racer Tech Line**. The service offers racers guidance on performance modifications. You can reach 'em at 313/853-7290, Monday through Friday, 9:00 a.m. to 5:00 p.m. (E.S.T.)...



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STRAIGHT SCOOP

housed by the specially constructed tubs. Rick also retained the full rear seat, making the internal appearance of the Grand Am quite stock. Rick is currently working with such companies as BFGoodrich, Pontiac, Simpson, Airlift, N.O.S., Tom's Tinting, Paint by Chip, A&A Speed, and Progressive Wheel. If you're interested in a Dobbertin makeover for your front-driver, rear-driver, or all-wheel-driver, or just a custom wing from Roy Bachert, Rick can be reached at Rick Dobbertin Conversions, Dept. CC, P.O. Box 202, Jamesville, NY 03078.

HI-RISERS

JON BROWAR

The dream of many teens who earn their spending money by working in an auto parts store is to one day own that company and spend the weekends campaigning a 7-second Pro Stocker. In the early '70s, one parts-chasing Kansas teenager named Jon Browar (who drove a pretty mean '69 Chevelle) had the notion that he could make such a dream come true. Today, the 35-year-old owner of Star Performance has accomplished the goals of his adolescence. This mail-order company has proven to be the first choice of many racers and street machine enthusiasts who purchase high-performance parts by mail.

In his late teens, Jon bracket-raced a street/strip Camaro, and as with nearly everybody who gets involved in the quarter-mile sport, he wanted to go faster. In 1977, Browar and his bride, Lanie, ran a small auto parts store during the week and raced locally nearly every weekend. As business success increased, Jon was able to move up through the ranks, campaigning a couple of Super Gas Chevrolets. In 1981, Jon and Lanie started Star Performance out of their garage, and the modest beginnings were marked with success that eventually led to the opening of their retail operation in 1983.

The business success, however,

MOTORCRAFT MOMENTS

Every year, we attend the Ford Parts and Service Division get-together for employees and families called "Motorcraft Motorsport Day." It gives the Dearborn employees a chance to meet the drivers on the Motorcraft race teams, get posters autographed, and have their pictures taken sitting in a race car. This year's event was even better than the last.

Motorcraft team members in attendance were nine-time NHRA Champion Bob Glidden with his Pro Stock Ford Probe, Mark Oswald and his Ford Probe Funny Car, Brett Bodine



took much of Jon and Lanie's time away from racing. His pair of Pro Stockers (first a Monte Carlo, soon followed by a Camaro) met meager successes in the win column because of the great amount of time he devoted to Star Performance. Yet the very fact that he was involved in the sport gave credibility to his high-performance-oriented business. Their privateer racing effort provided Jon with information learned first-hand. His inside knowledge of which shifter worked the best, what fuel cell was the safest, and which tire-and-wheel combination provided the best bite was learned through his intimate



and his NASCAR Ford Thunderbird, and SCCA Trans-Am points leader Dorsey Schroder with his Ford Mustang.

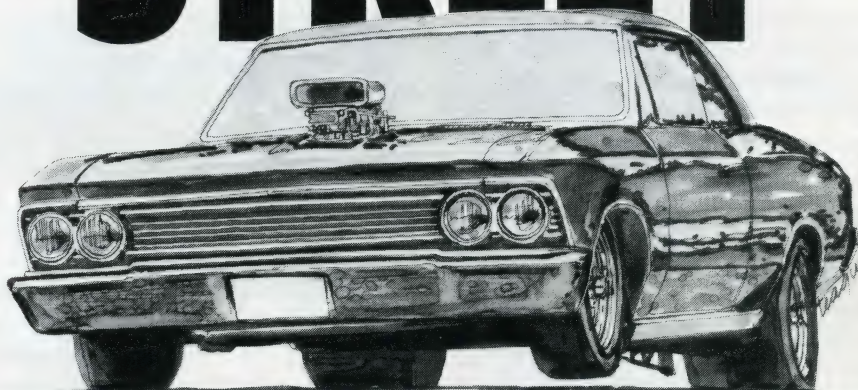
knowledge of drag racing. Racing also introduced him to people in the sport who could share their knowledge with him.

As Jon has devoted himself to his career as a hands-on participant, he has gained remarkable success. The long hours have paid off, allowing the Browars to establish three companies that are associated with Star. Don's Incorporated is a wholesale aftermarket parts supplier to jobbers in the Plains states. Star Design is Jon and Lanie's T-shirt company that produces silk-screened T-shirts emblazoned with the cars of many famous drag racers. The Star Promotions display trailer promotes several aftermarket companies in the manufacturer's midway at NHRA, IHRA, and car show events across the country. Amid all the business, though, Jon has been known to get involved in water balloon launching contests when security personnel aren't looking (as we saw firsthand at the Street Machine Nationals!).

While the 25-plus drag races and assortment of street machine events keep him busy, occasionally Jon, Lanie, and children Melissa, 6, Rebecca, 2, and Jason, 9 months, take the bass boat out for a fishing trip. Even then, however, Jon's up before dawn ensuring that he gets the most out of his relaxation time.

If you're looking for proof that high-performance aspirations are within one's grasp, look no further than Jon Browar.

CROWER SUPER STREET



CAMSHAFTS & KITS

Crower Super Street Camshafts and Kits deliver that added punch you need for consistent, neck snapping power and acceleration. The perfect way to enhance performance in your Hot Street Machine, Pro Streeter or Street Rod.

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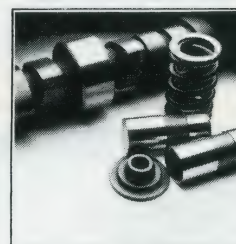
High Performance Compu-Pro camshafts deliver solid, reliable, powerful performance. They're perfect for your Street Machine or Street Rod. You'll get explosive acceleration from 2400-6000 RPM when combined with our recommended valve springs. And you'll get decent gas mileage on those long runs. A High Performance Compu-Pro camshaft is the perfect way to build outstanding, fool proof performance into your engine.

HI-DRAULIC HAULER CAMSHAFTS

If you prefer the quiet, maintenance free operation of a hydraulic cam but still require wild performance, a Hi-Draulic Hauler camshaft is your best choice. The distinctive rumpety lobe at idle tells you Hi-Draulic Hauler is a no-nonsense camshaft. Hi-Draulic Hauler cams make explosive mid-to-top end torque and power. The kind you can feel in the seat of your pants.

Of course, when you choose any Crower Super Street Camshaft you also get state-of-the-art cam design. Things like fast opening/slow closing asymmetrical lobes and dual pattern technology. It's the dyno and street proven way to deliver the broadest, most powerful, power bands attainable.

Super Street Camshafts and Kits are available for all popular domestic V8 engines. See your local performance dealer. If he doesn't have Crower Super Street Camshafts, tell 'em to get them for you.



The best way to get maximum power and reliability from your new Crower Super Street Camshaft is to install a genuine Crower Lifter and Spring Kit.

Crower Engineered Kits are designed to work hand-in-hand with your Super Street Camshaft. You get long, trouble free motoring and maximum power from your Super Street vehicle.



Always install a new set of lifters with your new Crower Camshaft. Crower Lifters are the best money can buy, bar none. Crower Lifters deliver trouble free operation and long life. Choose Crower Lifters. Duration can run. Cam with end torque.

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All products in this ad are available direct. Chevy #00242 camshaft, \$115.05.
Jobber & WD inquiries invited.

Catalog \$3.00



Not legal in California for use on pollution controlled vehicles.

BEWARE OF THE BOW TIE

Many of you know the name of Chevrolet Engineering Special Projects, the group that oversees the engineering aspects of the most comprehensive motor-sports program in the automobile industry. Effective immediately, that group is now known as the Chevrolet Engineering Raceshop.

Herb Fishel, director of the Raceshop, says that the name change will help make racers fully aware of Chevrolet's commitment to winning in the future. "Future success will depend on our ability to rapidly introduce new products and technology into racing applications, to ensure that technology is transferred from race cars to production cars, and to positively impact the retail business with our on-track victories," said Fishel.

LEGISLATIVE ALERT

Legislative Alert keeps you abreast of what elected officials are up to with a sampling of state and federal legislative sessions, hearings, and summaries of measures concerning motor vehicles and their owners.

State measures are listed by state, bill number, author, brief description, and last legislative status and date as of press time. For more information on legislation, contact your elected representatives.

EXECUTIVE ACTION

DEPARTMENT OF TRANSPORTATION

A National Highway and Traffic Safety Administration (NHTSA) staff report on the effectiveness of the center high-mounted stop lamps (CHMSL) that have been required since the 1986 model year has been released. The report found that CHMSL-equipped cars were 17% less likely to be struck in the rear while braking than cars without them. They were especially effective in preventing chain collisions of three or more vehicles. The report concluded that the CHMSL is a very cost-effective safety device.

U.S. CONGRESS

H.R. 2889 (Campbell-CA)—Amends the Internal Revenue Code of 1986 to increase the tax on leaded gasoline. *Introduced, referred to House Ways and Means Committee*

H.R. 2934 (Roberts-KS)—Provides for a maximum speed limit of 65 mph on all highways located outside of urbanized areas. *Introduced, referred to Public Works and Transportation Committee*

STATE ACTIVITIES

Maine HB 123—This bill proposes to include as altered vehicles any car or light truck whose ride height has been altered from original manufacturers specifications. It provides restrictive guidelines regarding inspection and registration of such a vehicle. *07/01/89 Approved*

Pennsylvania HB 1767 (Levdansky, et al)—Provides for the establishment of a program to etch vehicle identification numbers (VIN) on the windows of vehicles. *06/26/89 House Transportation Committee*

Source: Motor Vehicle Manufacturers Association

Kick up your wheels.

As any good mechanic knows, an engine is just the starting block for speed. To unleash every cubic inch of power, you need a special breed of high-performance products.

Get off to a flying start with Carter® AFB Carburetors. Their lightweight design, complete with factory-installed linkages, provides "out of the box driveability." Our black epoxy model looks hot, but resists heat. Four big barrels help those horses breathe.

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Go with the flow. Market-leading Carter® Fuel Pumps keep things moving. Fast. Choose between the electric models and the only epoxy-coated mechanical fuel pump made.

SALT SHAKER

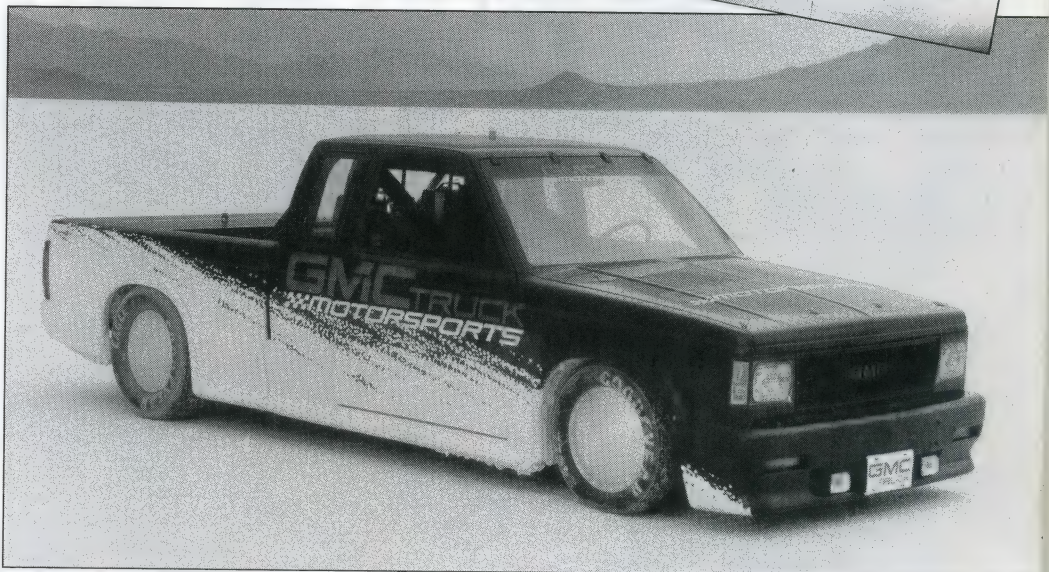
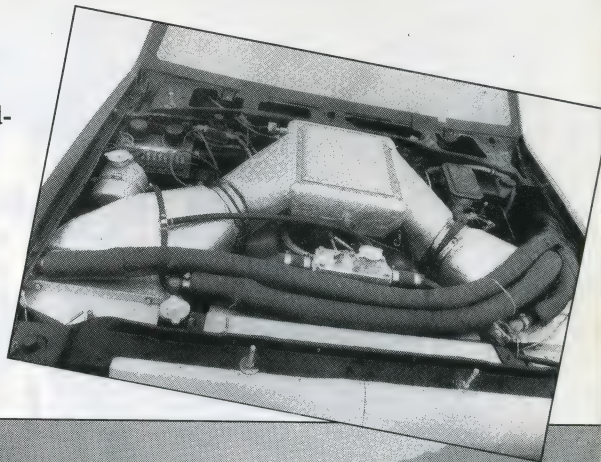
GMC Truck, the folks who say "It's Not Just A Truck Anymore," are proving it again. A specially modified GMC S-15 driven by Don Stringfellow established a new FIA land speed record at Bonneville. Running in Category A, Group II, Class 9, the V-6-powered truck sizzled down the Salt Flats at 194.77 mph in the flying mile. This broke the old mark of 171.11 set by a Porsche 928 in 1986.

For FIA record attempts, the S-15 is powered by a 523-horsepower 5.0-liter V-6 engine developed by Advanced Vehicle Engineering and Katech Inc. This engine is based on the current-production 4.3-liter Vortec V-6. Its most prominent features are two radiators in the intake ducting, based on Harrison A/C evaporators. Intake air is cooled by ice water circulating through them, effectively cooling the intake charge in this naturally aspirated engine.

The interior of the GMC S-15 is fitted with Recaro seats, a full roll-cage, and a host of safety equipment

to protect driver Stringfellow. Delco Electronics added a Head Up Display unit that projects onto the windshield a speedometer and two bar graphs measuring front and rear wheel slippage.

The truck itself was built by GMC's Advanced Vehicle Engineering team (at their "skunk works") and the Bonneville runs were managed by Gale Banks Engineering.



Stay in stride with BCA® Clutch Release Bearings. These smooth performers have built-in support mechanisms to reduce wear and prevent misalignment. Available for GM, Ford, and Chrysler vehicles, their anticorrosion coating sets the pace for long-lasting dependability.

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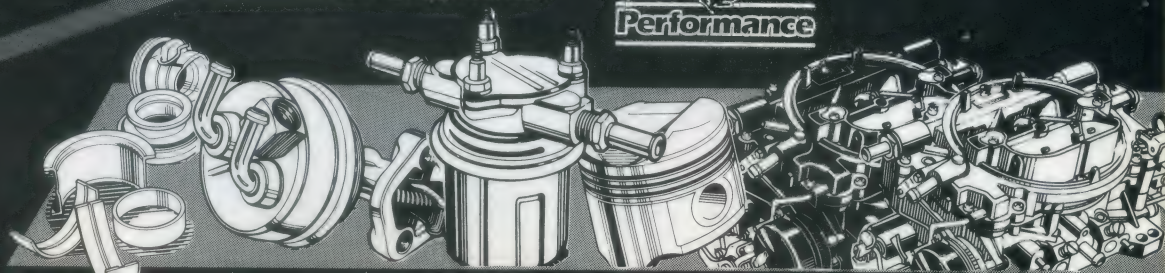
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Performance



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SKOAL MAN
SWEEPSTAKES

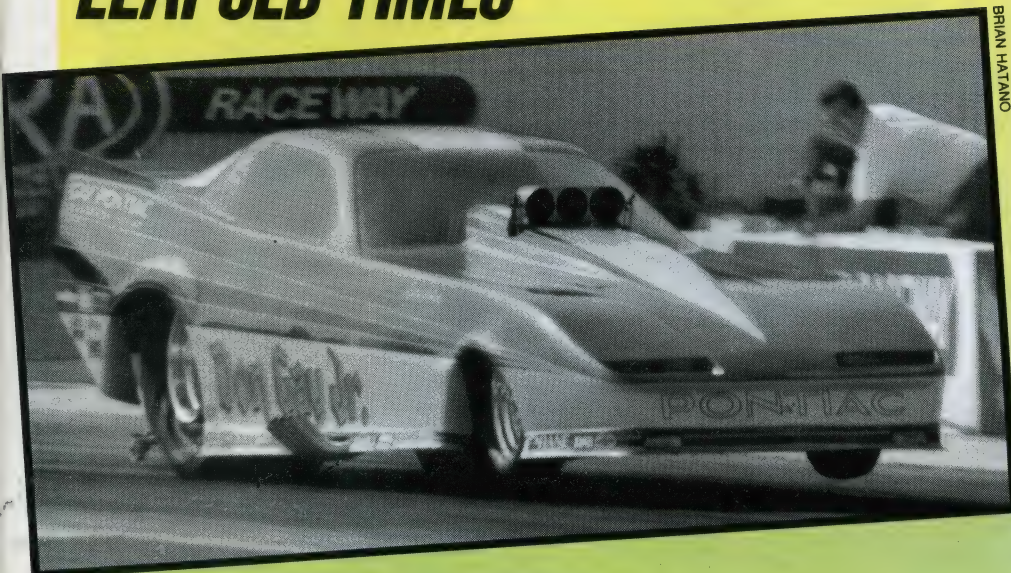
WIN A \$120,000^{**} WHITE GMC RIG
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THIS PRODUCT
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ELAPSED TIMES



BRIAN HATANNO

GAY JR. RECOVERING FROM MILE-HIGH ACCIDENT

Don Gay Jr.'s rise to the fuel Funny Car class was a move that started out with promise and ended shortly thereafter in catastrophe with a crash and subsequent fire at the NHRA Mopar Parts Mile-High Nationals in Denver.

After quickly earning a name for himself as driver of the Gay Pontiac dealership-sponsored Trans Am Top Alcohol Funny Car, Don Jr. made the mid-season decision to step up to the Funny Car class. At his first national event behind the controls of the new Funny Car, the NHRA Budweiser Summernationals in Englishtown, the 20-year-old from Houston silenced all doubters on his first qualifying pass with a 5.40 e.t., ending up in the top half of the pack at the Number 8 position. On Sunday, he piloted the nitro-burning Trans Am past Scott Kalitta and Mark Oswald in the first two rounds of eliminations before conceding to Ed McCulloch in the semi-final round.

Unfortunately, the crest of success was short-lived for Gay. Two weeks after Gay's debut in Englishtown, during a Saturday qualifying pass against Don Prudhomme at the Mile-Highs, the Pontiac went across the track and into the guardrail, rupturing the fuel tank and knocking Gay

unconscious. The car came to a stop at the end of the track and burst into flames. The car's body was removed and Gay was pulled from the car by the Safety Safari's Jerry Grice and Prudhomme, who ran from his own car to help. After being revived by NHRA's medical team, he was rushed via helicopter to a Denver hospital for treatment of second- and third-degree burns. Shortly thereafter, he was transferred to the burn center at Herman Hospital in Houston.

Don has been recovering at home. Whether or not he will continue his involvement in drag racing as a driver remains to be seen. Another result of the accident is Don Prudhomme's consideration of a move from FC to Top Fuel Dragster for the 1990 season. In the meantime, we wish Don Jr. a quick recovery. ☐

PRO STOCK MANUFACTURER'S CUP STANDINGS

(Effective August 16, 1989)

Pontiac.....	145
Chevrolet.....	116
Oldsmobile.....	114
Ford.....	91
Dodge.....	28

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To enter, complete this official entry form and mail to the "Skoal Man Sweepstakes," P.O. Box 120035, Stamford, CT 06912 or, on a postal card (3 1/2" x 5 1/2"), print your name, address, zip code, age, the words "I want to win the WhiteGMC rig," your signature and mail to "Skoal Man Sweepstakes," P.O. Box 120045, Stamford, CT 06912.

Enter as often as you wish, but each entry must be mailed separately. No responsibility is assumed for lost, misdirected or late mail. No mechanically reproduced entries will be accepted.

Winners will be selected in random drawings on January 17, 1990 by Custom Data Systems, Inc., an independent judging organization whose decisions are final. No substitution for prizes other than offered.

All entrants must be residents of the U.S., 18 years or older at time of entry. Employees of U.S. Tobacco Company, its parent and its subsidiaries, distributors, advertising and promotion agencies, fulfillment vendors and their families are not eligible. Void in Puerto Rico and where prohibited by law or regulation.

Entries must be received no later than December 30, 1989 to qualify. All federal, state and local taxes apply. Taxes on prizes are the sole responsibility of the winners.

Odds of winning are determined by the number of entries received. Winners may be required to sign an affidavit of eligibility. By accepting prizes, winners consent to use of name or likeness for promotional purposes without compensation.

For the names of the winners, send a self-addressed, stamped envelope to: "Skoal Man Sweepstakes," P.O. Box 120058, Stamford, CT 06912 by January 17, 1990.

All winners will be notified by mail.

*Trademark of U.S. Tobacco Company.

The Skoal Man* Sweepstakes Entry Form.

I certify that I am _____ years of age.** CC903

Signature _____

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State _____ Zip _____

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Please send me a free sample of Skoal Long Cut®. Yes** No _____

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**Offer not available to minors. Signature and age are required in order to receive free sample. Offer expires December 30, 1989. Offer good only in U.S.A. Void where prohibited by law. Void in Puerto Rico. Allow 4-6 weeks for delivery of sample. Only one sample per person.

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Electra 1971-1984
Electra Estate Wagon 1971-1983
Grand Sport 1970-1977
LeSabre 1971-1985
LeSabre Estate Wagon 1971-1983
Park Avenue 1977-1983
Regal 1973-1986
Riviera 1971-1985
Skyhawk 1982-1986
Skyark 1964-1985
Special 1964-1969

CADILLAC

Cimarron 1982-1986
Coupe Deville 1971-1983
El Dorado 1971-1983
Fleetwood 1971-1983
Fleetwood Calais 1972-1976
Sedan Deville 1971-1983
Seville 1975-1983

CHEVROLET

Bel Air* 1955-1957
Bel Air 1965-1979
Biscayne 1965-1976
Camaro 1967-1985
Caprice 1965-1986
Cavalier 1982-1986

OLDSMOBILE

Celebrity 1982-1986
Chevelle 1964-1984
Chevette 1976-1986
Chevy II 1962-1968
Citation 1980-1985
Concourse 1969-1971
Corvair* 1960-1964
El Camino 1965-1969
Impala 1964-1986
Laguna 1973-1976
Malibu 1964-1984
Monte Carlo 1970-1986
Monza Coupe 1975-1980
Nova 1969-1983
Vega 1971-1977

FORD

Country Squire Wagon 1969-1978
Crown Victoria 1979-1981
Escort 1981-1984
Fairmont 1978-1983
Falcon* 1960-1965
Futura 1978-1983
Galaxy 1969-1978
Granada 1975-1982
LTD 1969-1983
LTD II 1977-1979
Mustang† 1964½-1985
Pinto 1971-1980
Ranchero* 1960-1965

PONTIAC

Astre 1975-1977
Bonneville 1965-1984

CHRYSLER

Catalina 1965-1981
Executive 1967-1970
Firebird 1967-1985
Grand AM 1973-1980
Grand Prix 1965-1986
Grand Ville 1971-1975
GTO 1964-1977
J-2000 1982-1986
Le Mans 1964-1981
Phoenix 1978-1983
6000 1982-1986
Sunbird 1976-1986
T-1000 1982-1986
Tempest 1964-1972
Trans AM 1967-1985
Ventura 1971-1977

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† Mustang MACH I not included in this offer.

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THE MEANEST MUSCLECARS

With all the hype about picking the best cars in the world, we at CAR CRAFT have decided to set the record straight this month with a list of cars we've either owned, currently own, or lust after for our future collections should the lottery turn up the right numbers. We're talking gut-level, shoot-from-the-hip selections chosen by the staff. We didn't bring in an accounting firm to count ballots, stage any special event surrounding the selection,

or even get permission for this story. So surprise! You're invited to the first (and possibly last) CAR CRAFT Picks The Meanest Musclecars & Cars We Hate Festival.

As with any journalistic discussion, there are differences of opinion. Our impromptu conference to select the Meanest Musclecars (tallied on the first floor bathroom wall in our building) netted only a few cars which nearly all six editors agreed were the top musclecar selections. Take up the same topic of conversation, with your buddies and we bet

...and the cars we hate



THE MEANEST MUSCLECARS

you don't agree either.

At the top of our list of "Meanest Musclecars" is the LS6 Chevelle. The other car receiving high marks was the Buick Grand National which collected four votes, the only other car besides the Chevelle to receive four or more.

A close third was the big-block-powered E-body mopars ('70-71 'Cudas and Challengers). The fourth through ninth selections all received three votes by the six-judge staff.

In an effort to give everyone's selections a fair airing, we offer a display of the "winners" (those cars with the highest number of votes), followed by the full selection of cars by each editor. Each editor's selections are followed by a comment or two about their choices. And we just couldn't resist venting our spleen about the cars we truly hate, so you'll find a compendium of those, as well. ☹



'70 LS6 Chevelle



'87 Buick GN



Hemi 'Cuda



'70 Buick Gran Sport/GSX



CAM BENTY - EDITOR

'66 427 AC Cobra

My all-time favorite, hands down. Awesome power and top-down motoring at its finest. Weighing in at around 2250 pounds, the 427cid side-oiler Ford power comes on quick, giving passenger and driver aerobic neck exercise at each shift of the Toploader trans.

Recently, I had a chance to drive a 7000-mile original Cobra. There is no other feeling that compares.

'90 ZR-1 Corvette

The newest Corvette is one of the best ever. While it doesn't have the brute power of an L88, it does have much of the flavor and is a much better

car overall. Running around the Goodyear proving ground with the ZR-1, it was plenty obvious that few cars in the world would corner, accelerate, and brake with the ZR-1... and all of the cars that could were race cars.

'70 Hemi 'Cuda

For years, the 'Cuda has

been my favorite car after the Cobra. It slipped a bit after the Corvette experiences but I still feel it's the best package ever offered by Chrysler. Give me a '70 Hemi, black, four-speed, color-keyed bumpers, shaker hood, leather interior... yeah, that's the ticket.

'67 427/435 Corvette

I've always thought the Stingray was the best-looking Corvette of all and the '67 was the best of the series (best side vents and least chrome). Although it has nowhere near the handling characteristics of the ZR-1, the three-deuce version was a wild machine when the six carb throats popped open just like hungry birds in a nest and all 435 horses started to gallop.

'69 Boss 302

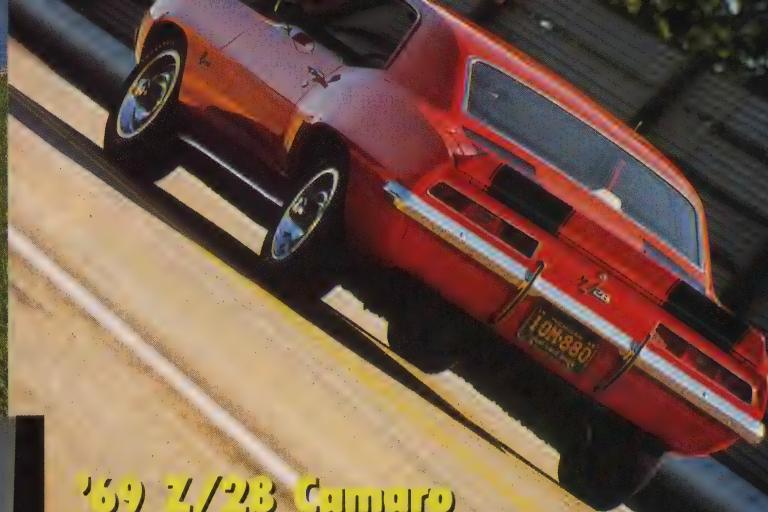
It wasn't until I had run



The quickest production car ever built—1966 427 Cobra.



'73 Pontiac Trans Am Super Duty



'69 Z/28 Camaro



'57 Fuel-Injected Chevy



'70 Z/28 Camaro



'69 Mustang Boss 302

through my collection of early Z's that I had a chance to own and build a Boss 302. It was a great car and felt tighter than the '69 Z/28, but was not as great a handler as the '70. If there was a missing link in the progression, the Ford Boss 302 was it. What a great car.

'69 Z/28 Camaro

This is a car that holds a special place in my heart. The '69 Z/28 was my first truly fast car. The 302 small-block will always be my favorite small-block for its distinct mechanical camshaft sounds, free-revving nature, and throaty exhaust. It's a special favorite not only because of the car itself, but because of the memories it evokes.

'70 Z/28 Camaro

When they first came out, I hated their design. Over the



While we're still awaiting its arrival, the ZR-1 Corvette is one of the best cars I've ever driven.

years, it grew on me until I bought a warmed-over '72 Z/28 many years later. The '70 was a much better handler than the '69 and proved its abilities in many a canyon. The Rally Sport version is the only way to fly.

'70 LS6 Chevelle

Although I'm not a heavily experienced LS6 driver, I did have a chance to drive Jim Losee's El Camino and was shocked at the power. If there were ever a champion tire-smoker, this was it.

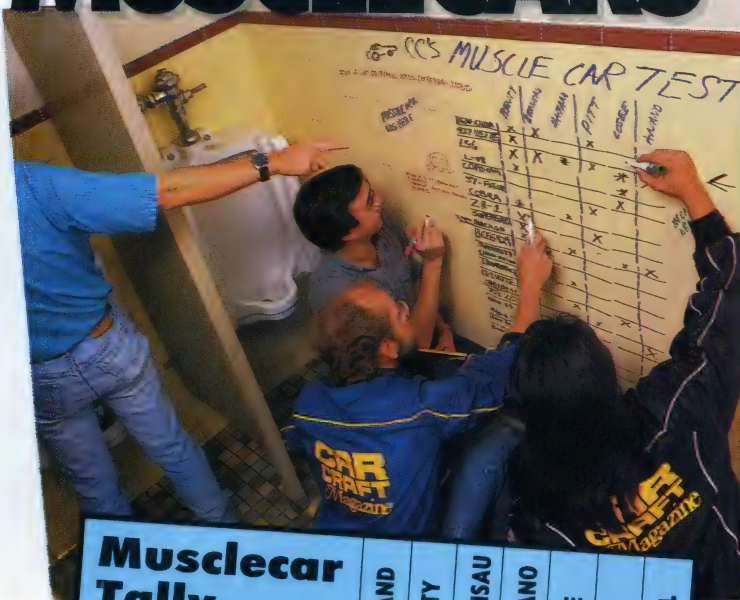
'73 Pontiac Trans Am Super Duty

With great styling and great performance, the Super Duty was a holdover from the musclecar era that was also compatible with the unleaded fuels it had to drink. The '70-73 Trans Ams were the best-looking and the SD engine was the best powerplant Pontiac ever built. Make mine red with the "super chicken" decal.

'89 Pontiac Grand Prix Turbo

Surprised? Don't be. The new limited-edition Grand Prix uses the 3.1-liter V-6 to perfection. I must be getting older. This car doesn't smoke the tires or roughhouse your body. Turn on the air, turn up the radio, and blast down the road. It's a great car and better than the Ford Thunderbird Super Coupe. I like the body shape and the aggressive good looks as well.

MEANEST MUSCLECARS



Musclecar Tally	ANAND	BENTY	BERNSAU	HATANO	LOSEE	PITT	TOTAL
CORVETTE ZR-1		X				X	2
'87 MUSTANG GT						X	1
'70 LS6 CHEVELLE	X	X	X	X	X	X	6
'69 BOSS 302		X	X			X	3
HEMI 'CUDA		X	X			X	3
440 CHALLENGER	X					X	2
'57 F.I. CHEVY							1
'67 GT350			X		X	X	3
'73 SD TRANS AM						X	1
'87 BUICK GN/T-TYPE	X	X			X	X	3
'69 Z/28		X		X	X	X	4
'70 LT-1 VETTE				X	X	X	3
'69 350 VETTE				X			1
427 COBRA				X			1
'71 BOSS 351	X						1
'70 440+6 'CUDA				X			1
'67 427 VETTE		X		X			2
'70 428 'STANG							1
'68 HEMI ROAD RUNNER				X			1
440+6 ROAD RUNNER			X				1
HEMI BELVEDERE		X		X			2
'63 F.I. VETTE				X			1
'70 BUICK GS/GSX	X	X	X				3
428 COUGAR ELIMINATOR		X					1
'69 340 'CUDA	X	X					2
'86 OMNI GLHS	X						1
'89 SALEEN MUSTANG	X						1
'89 TAURUS SHO	X						1
'69 CAMARO ZL1	X						1
'70 Z/28	X	X		X			3
'68 GT500KR			X				1
'69 NOVA SS396		X					1
'64 GTO			X				1
'89 TURBO GRAND PRIX	X		X				2
'69-70 GT500KR			X				1



Hemi 'Cuda is a legend. Now if I could just get a loan for one. Probably the best-looking musclecar ever. I love that aggressive grille.

'57 Chevrolet Bel Air F.I.

A shoebox is everybody's favorite, and I'll take a F.I. Bel Air over all the rest. It may not be the barnburner that the Chevelle is, but a lot of stories, both true and fictitious, surround fuelie Bel Airs.

JERRY PITT FEATURE EDITOR

'90 Chevrolet Corvette ZR-1

I feel very privileged to have had the opportunity to drive the best production car of all time. I don't care what Losee says about its over-engineered engine, any small-block that will turn 13.04 quarter miles and top out at over 175 mph is

'67 Shelby GT-350 Convertible

The day Carroll Shelby builds a better-performing and better-looking car than a '67 GT-350 may only be when the Viper is produced. But one thing's for sure, the best-looking Mustang ever built was even better as a Shelby.

'73 Pontiac SD-455 Trans Am

Musclecardom's last hurrah



The high-water mark for ponycars was the 1970 Boss 302. Great handling and high revs were its trademarks.

awesome. Nothing off the showroom floor even touches it, and neither does my bank account.

'87 Ford Mustang GT

On the other side of the price spectrum is the Mustang. Hey, any late-model GT is awesome, but I like this year's model the best. The GT is the only \$14,500 car that will have you in the 14's and getting the dates (with women, that is).

'70 Chevrolet LS6 Chevelle

When muscle was king, this big-block was the emperor. No fancy stuff; this car took on all comers and kicked butt.

'69 Ford Mustang Boss 302

Maybe it's the racing aura surrounding this car that makes it special. Okay, so I also like the DZ302 Camaros, but give me a free-rpm Boss 302 first.

'71 Plymouth Hemi 'Cuda

Style, speed, and wow; the

was definitely loud. The SD was powerful and told the government to take a flying leap. The renegade (which Pontiac remains today) proved that musclecars never die.

'87 Buick GN

There's nothing like the sound of a turbo spooling up, and no hair-dried car does it better than a GN. Let me tell you what I'd do if I had one: I'd take it to Kenny Duttweiler for some of his induction magic and take my 11-second Grand National out for some serious bracket racing.

'69 Z/28 Camaro

Some folks may say a high-winding small-block is a compromise of low-end torque, which is a necessity on the street. But ask anybody who has had the opportunity to drive a DZ302-powered Camaro at the redline, and they'll tell you the harmonious sound alone is worthy of putting this car in the top 10 anytime.

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THE MEANEST MUSCLECARS

BRIAN HATANO — SENIOR EDITOR

'70 Chevelle SS454

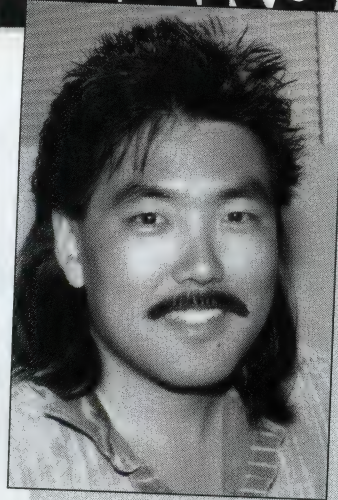
For those of the Chevy persuasion (and for those who are not), this musclecar is the ultimate. Arguably the fastest production car ever built, the '70 Chevelle SS with the LS6 454 has the perfect combination: abundant power identified by the SS stripes and badges.

'70½ Camaro Z/28

Of the small-block musclecars, the '70½ Z-car is at the top of my list. It offers the potent 350 LT-1 with excellent handling abilities, all wrapped up in the Chevy body that dominated many forms of racing while revolutionizing street machining as we know it.

'68 Hemi Road Runner

I feel that the reputation of Hemi-powered cars stems from the engine's widespread racing successes rather than the pure performance quality of the factory street cars. I'll take a 440-6 anyway, but if I had to pick a Hemi car, this would be it, because it represents Chrysler's first real entry into the modern musclecar wars.



'70 440-6 'Cuda

The '70 'Cuda is one of my favorite body styles, and combined with the triple-carbed 440, this is one formidable combination that's tough to beat.

'70 Gran Sport Stage 1

This Buick is often underrated but the Stage 1 cars (with the engine boasting the highest factory torque rating) are considered by many to be the fastest. It makes my list not only because it performs, but because it does so without the flashy graphic gimmicks so common to many of its musclecar counterparts.

'69 Nova SS396

As far as making a visual

performance statement goes, all SS-optional '68-72 Novas accomplish this task effectively, but this particular model (not including the COPO versions) is the top dog. The body style ranks alongside the Camaro and Cuda as my favorite.

'69 Shelby Mustang GT500

Even a Chevy fan should have at least one token Ford on his Top Ten list and this is mine. The '69-70 Mustang fast-back is certainly the sportiest in the Ford line-up, and the Ford-built Shelbyized version is even better. Although not quite as brute as the 427-optional "real" Shelybs of previous years, the '69-70 models with the 428CJ weren't slouches, either.

'87-88 Regal T-Type Turbo

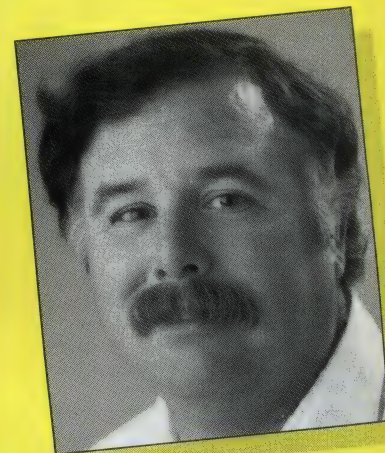
While many would opt for the Grand National or GNX, I favor the more visually sedate T-Type by virtue of its sleeper qualities. Imagine pulling up next to this family-looking car in a '69 Z/28 and just seeing its taillights.

'64 GTO

This GTO may not be the fastest or best looking, but it was the first. It's also recognized as the first musclecar and that alone makes it worthy of Top Ten status.

'70 Corvette LT-1

There are plenty of faster, bigger-engined, and more valuable Vettes to choose from, and the margin between each is ultra-slim. But since I tend to favor the small-block Chevy, and the '69-72 Stingray body style is my personal favorite, the '70 LT-1 shark edges out at the top.



JIM LOSEE — TECHNICAL EDITOR

'69 Z/28 Camaro

This car represents a lot of different things to me, but the one thing that really stands out is the fact that no matter how hard I abused it, it always came back stronger than ever. The 302 never quit and would rev into the stratosphere making horsepower all the way. I drag raced this car and drove it to work everyday for two years with the factory twin four-barrel carbs and a 4.33:1 gear, including during the first gas crunch in '73. Yup, definitely my #1 favorite, even after owning three of 'em.

'70 LS6 Chevelle SS454

If you want the fastest accelerating vehicle out of Detroit that anybody could afford, this is it. Thirteen-second quarters weren't a problem, and amazingly enough, these cars actually handled quite well. The sound these cars made at 7000 rpm was just unearthly, especially if it was an M22-equipped car. After owning two of these King Kong musclecars, I'd have another one at the drop of a hat... if I could afford it.

'73 Firebird Trans Am SD 455

Of all the ponycars, this one has to be one of the nicest balanced in terms of power and handling. Very nimble and taut through a turn, and with some very minor mods, would turn 13-second quarters. And what a great sound explodes out of those tailpipes.

'87 Buick Regal Grand National

To borrow a phrase, "Oh what a feeling." To think that a car powered by a 231-cubic-



Forget what Pitt thinks, I take my Shelybs with big-block power, 428cid in this case.

inch turbo V-6 could turn low-14- and high-13-second quarters and be faster than most of the musclecars of the '60s and '70s, is astounding. And could that little hair dryer-assisted motor pin you in the seat at a full boost launch, or what? Definitely "going fast with class."

'57 Chevrolet 210 Two-Door Fuel-Injected 283 Four-Speed

This is the car that started a revolution in street machining. It didn't handle worth a plug nickel, but what did back then? With one horse per cube this car was a rocketship. Another first was the use of the Borg-Warner four-speed in a production car, the beginning of four-on-the-floor. A rebel in disguise, and boy do they look great in black.

'69 Corvette 350cid/350hp Four-Speed

This was the precursor of the famed '70 LT-1 Corvette, mi-

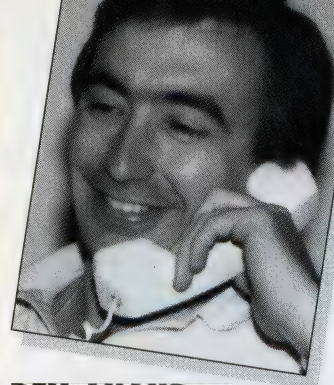
dow, but boy did the car look good!

'70 428 Super Cobra Jet Mustang GT

No, I didn't make a mistake, I said GT, not Mach 1. The GT came with just a little badge behind the wheel opening, and without all the die-cast mouldings, tape, and paint stripes of the Mach 1. And howdy, did that 428 run with the Drag Pack option! A 4.33 rear gear with a Detroit Locker and a Toploader four-speed propelled the Mustang to mid-13's at over 102 mph in the quarter. Forget handling though, as there was too much weight on the front end, causing massive understeer.

'69 Plymouth Road Runner 440+6 Automatic

This car was the epitome of the Chrysler performance image of the '60s. It had everything. From the lift-off 'glass hood with the giant scoop, to



DEV ANAND — ENGINEERING EDITOR

'70 Dodge Challenger 440 Six-Barrel

This has always been a personal favorite, even if I didn't own one. It has the look, handling, and performance I want. Along with its 'Cuda cousin, the Challenger is one of the quickest true-production musclecars. I like the 440 Six Pack over the 426 Hemi for street driving. The Hemi is simply too high-strung and too hard to keep in tune. The Six Pack you just drove.

'70 LS6 Chevelle

Awesome power, incredible handling (for its day), and good looks. Who's gonna argue with 13.0's on the OE street tires? Not me. It has to be on everyone's favorite list.

'86 Dodge Omni GLHS

For sheer outrageous driving fun, nothing can hold a candle to the ultimate pocket rocket: Shelby's GLHS. The look on other people's faces when their so-called musclecar gets blown off by this pressurized shoebox is worth the price of admission. Thanks, Shel'.

'89 Saleen Mustang

If you're looking for a real performance car, look no farther than Saleen's modified Mustang. Plenty of power is on tap with Ford's potent 302, and Saleen's handiwork fixes the stock Mustang's horrible high-

speed instability and braking. The Saleen's a winner. If only Steve would get rid of those ugly side graphics.

'86 Buick Grand National

This intercooled V-6 is the '80s counterpart to the awesome GS. Not many cars can match its performance combined with driver comfort. For a chassis that dates back to 1964, it stops, steers, and accelerates like few rear-drivers.

'68 Barracuda Formula "S" 340

Probably one of the most underrated performance cars of all time, the 340 was (and still is) a street and strip terror, soundly trouncing cars powered with 100 additional cubic inches.

'89 Taurus SHO

Maybe I'm getting older. I like the Taurus. And I love the SHO, powered by its Yamaha/Ford 24-valve V-6 engine. It runs 15's, outhandles almost everything, and gobbles up pavement at a prodigious speed. It's my sleeper pick.

'70 Buick GSX

Buick knew how to do it. This big-engined, comfortable car also had brute, face-distorting torque. With over 500 lbs-ft of torque on tap, it would wipe up the street of other so-called musclecars.

'69 ZL1 Camaro

This pick is for one thing: the awesome ZL1 engine. I've had the pleasure of driving Bill Porterfield's number three ZL1, and it is the only car that ever gave me goosebumps.

'70 Z/28 Camaro

This is the year the Camaro got it all together. A potent engine, a modern front suspension, and looks that won't quit, especially in the Rally Sport version. This is one of the finest-performing cars ever made. This, not the '67, is the best Z/28 Camaro ever.



One of the best-looking cars of all time, the Super Duty Trans Ams handled great and had the power to press that suspension to the limit. What a great car!

nus the Holley carb and solid lifters. It made the Corvette a liveable car and could be driven everyday with plenty of power in reserve to take on—and beat—most of the musclecars of the time. It was especially tractable with the Muncie M21 and a 3.55 rear gear. High 13-second quarters with 140-mph top end were easily attainable.

'71 Boss 351 Mustang

This is what the Boss Mustang should have been in '69. The engine was big enough to have some off-the-line oomph and yet give plenty of top-end power. Handling was actually good with the F60 Polyglas tires and Ford's Sport Suspension. You might as well throw the inside rearview mirror away with that flat back win-

the performance of a Hemi-powered car, this car just screamed the words "quarter-mile performance." Headers, 10-inch slicks, and a good tune would put this car into the 12's with ease.

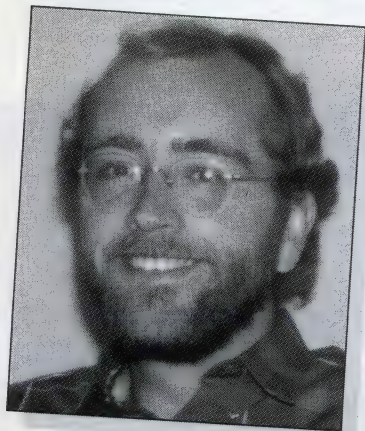
'66 Hemi Belvedere Four-Speed

What a sleeper! If you didn't look at the fender emblem real hard, you might think it was a 383-powered car. But Lord Almighty, when those dual fours opened up and that 426 started to breathe, the earth shook. And there wasn't any mistaking this car for any 383-motivated behemoth. In the stealth fashion of Chryslers in the '60s, this car had all the good pieces, including a Dana 60 rearend, but no real outward signs that this was a single-purpose musclecar. My nostalgia favorite.



Although not a Grand National-style performance beast, the Ford Taurus SHO is nonetheless one of the best-performing sedans on the market. With 225 horsepower on tap, it's no wonder.

THE MEANEST MUSCLECARS



**TIM BERNSAU —
ASSOCIATE EDITOR**

'70 Hemi 'Cuda

If one word from the muscle-car dictionary is shrouded with reverence, it must be "Hemi." It is synonymous with performance for both street cars and drag racers, and people are still scrambling for these 425-horse brutes today. Of them all, I'd have to pick the "Go-Man-go" 'Cuda as my favorite.

'70 LS6 Chevelle SS454

Did anybody *not* select the LS6 Chevelle? After all, 454 cubic inches between the fenders making 450 horsepower is nothing to scoff at. The body lines were not particularly breathtaking, especially when compared to some of the other cars offered in '70, but the lines to order one of these rockets made up for it. Arguably the greatest of the muscle-cars, and unquestionably one of the most awesome. A bona fide classic.

'68 Shelby GT500KR

Fastback Mustangs have been among my favorite cars since '65, and I was, evidently, in good company. Carroll Shelby took a great car and created a monster from it, producing the GT500KR which came out in the middle of the 1968 season. It featured Ford's 428 Cobra Jet engine, with significant modifications which launched the horsepower rating from 335 to 400.

'63 L84 Corvette

The sharpest-looking Corvettes yet are the '63s, although I can't decide between the split-window coupe or the convertible. The lines of the Stingray, although not as clean as today's, took the Corvette away from its 1950s European sportscar look, and are still my favorite.

The 365-hp 327 fuel-injected L84 small-block engine came with a four-speed and Positraction, and would be my powerplant choice (just in case I ever have to get from 0 to 60 mph in less than 6 seconds).

'70 440 Road Runner

The Plymouth Road Runners made no bones about what they were: low-buck go-fast cars built for the street. The Belvedere body style of the pre-'71 Road Runners is my favorite just because it's *not* as good looking. Hey, Bam Bam Bigelow is big, mean, and ugly too, but he gets the job done, doesn't he? With the 440 powerplant (and mechanical Air Grabber cold air induction), these big ol' cars were running in the 13's.

'70 Buick GSX Stage 1

Driving across the country in the '88 Americruiser GSX increased my appreciation for Buick's contributions to the musclecar market, and made this car one of my favorites. With the wing, wide hood stripes, dual scoops, and with 360 horses worth of Stage 1 packed under the hood, this car was a neck snapper as well as a head turner.

'70 428 CJ Cougar Eliminator

I always liked the Cougars better than their tough little brothers, the Mustangs. The standard engine in 1970 was the 351 Cleveland, but even more appealing is the 428 CJ Eliminator (with Ram Air).

With 335 horses under the cat's hood, I imagine it eliminated a few challengers here and there.

'69 Boss 302

I remember the first Mustang Boss 302 I ever saw. My parents couldn't get me away from the car. With its rear window louvers, wing, and bold graphics, I'd never seen anything so "neat" in my life. Shortly thereafter, a tiny scale-model became my favorite *Hot Wheel* toy.

With its 290-horse small-block, this Z/28-pounder became a major reason behind Ford's dominance in Trans-Am racing (the Mustang that is, *not* my *Hot Wheel*.)

'69 340 Barracuda

My favorite personal car was my '68 Barracuda. I still haven't seen a car with lines as nice as the '67-69 notchback. Unfortunately, my A-body wasn't packed with a 340 (introduced in '68) and a four-speed, which became available as part of the Plymouth Barracuda package in '69—nor did it ever pin the needle on the 150-mph speedometer. Those 340-cube-equipped Barracudas were running in the low 14's at the dragstrip.

'57 Chevrolet

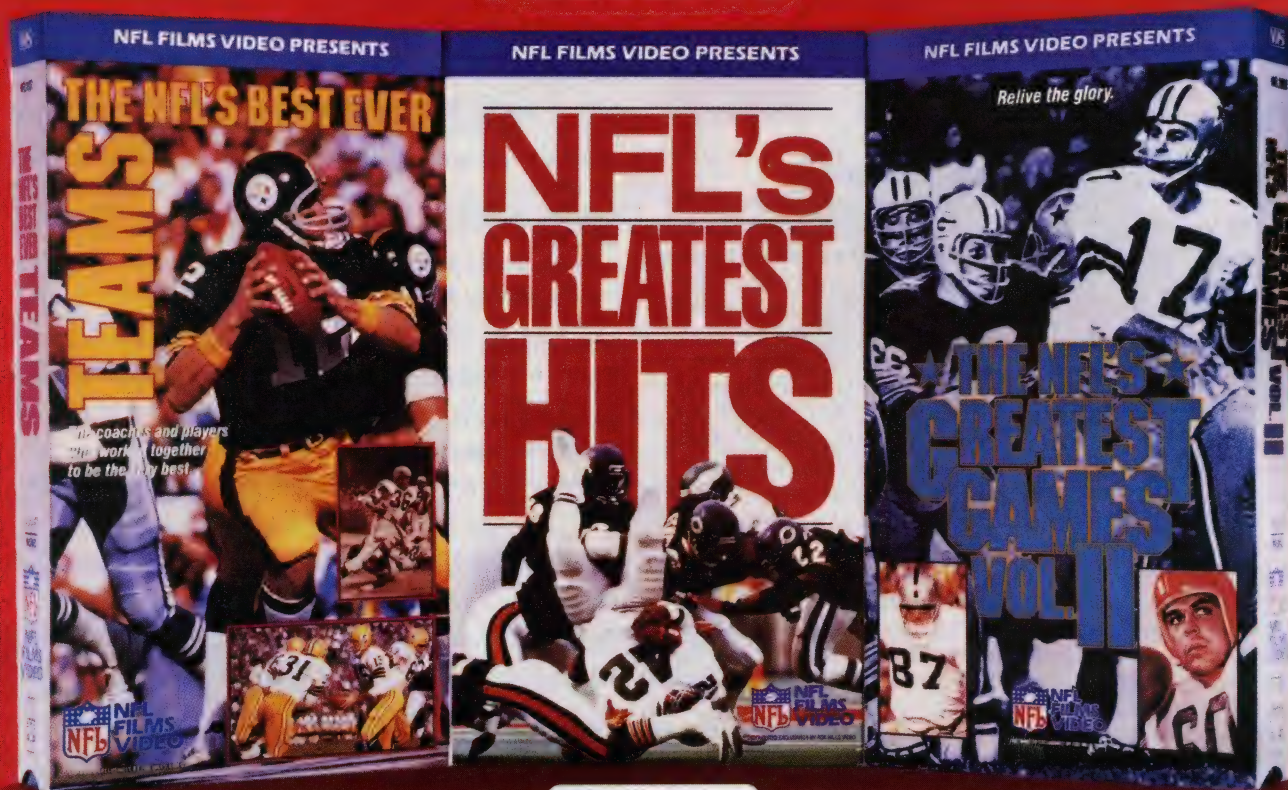
Is there anybody out there who does not love these cars? They were, and are, great—and are probably as popular in '89 as they were 30 years ago.

I like all the Chevy shoeboxes, but will single out the '57 Bel Air with a 283-hp double four-barrel 283 as my pick. The '57 has the most classic lines which, although dated, will probably never go out of style.



Speaking of classic body lines, Madonna's prototype points out the emblem designating that this '57 Chevy is equipped with a fuel-injected 283—the same powerplant available in Corvettes.

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CARS WE HATE

CAM BENTY

Any Year VW Van/Bus

I hate these cars! Driven by those who have no concern for the rules of the road, these cars are a clot in the arterial traffic system of this nation, unable to accelerate to freeway speed in an orderly fashion. The Diesel Vanagon logged a staggering 0-to-60 time of 42 seconds. *Spotter's Tip:* Looking for a VW Bus? Watch for a line of frustrated drivers five deep, heading up any hill with more than a two percent grade. The VW bus will be the car in front, its driver totally ignorant of the havoc he's causing. Danger sign: those with bumper stickers touting some political motto.

Motorhomes

For many of the same reasons that the VW bus is a problem, motorhomes are often the doorstop in the free swing of traffic, as they are unable to accelerate to the speed limit and certainly difficult to handle at even the minimum speed limit. Often the frustration surrounding motorhomes is due to the rookie motorhome driver. They're fun to watch anyway...if you've got lots of time.



The all-time most-hated car among the CAR CRAFT staffers. We happen to know that this family was trapped in the pop-up portion of the camper shortly after this photo was taken. Word has it they were forced to eat their young.

Diesel-powered cars

Underpowered slugs, unite! Luckily, these diesel machines are on their way out and none too soon. I'd love to see a governmental mandate which forces diesel car owners to exit diesel exhaust pipes in front of the radiator grille. In this manner, the owners of these vehicles could breathe that same smudge pot, blackened exhaust the rest of us are forced to inhale when we're unlucky enough to be behind one.

AMC Pacers

Too ugly and too much glass area. There was a rumor that the glass windows actually magnified the size of the operator making Billy Barty-sized drivers appear the size of Arnold Schwarzenegger. The only option missing from this car line was a diesel engine.

Suzuki Samurai

Using the thinnest possible metal, Suzuki built a luxury off-road machine that makes you feel the road when you drive. You'll also feel the wind, the door panels, tar strips and any other environmental element possible. It's one of the few times I've ever agreed with *Consumer Reports*.

JERRY PITT

Any rental truck

Picture this: You're driving down an interstate at 55+ mph and you see a rental truck up ahead on the shoulder. He's pulling the family sedan and the truck is loaded to the hilt. You just know he's going to pull out in front of you, forcing you to suddenly slow down. And while this is not a function of the truck itself, it's a mark of the person driving it. If nothing else, it gives you an appreciation for the professional truck drivers of America.

Any Car Customized for Television

From the Munster Coach, to the Batmobile, to Knight Rider's "K.I.T.T.," television's customized vehicles have been overhyped with the least amount of performance possible. Who's to blame? Who cares! Just don't build any more customized cars for television and maybe the rest of the non-automotive en-

thusiast world will take street machining seriously.

Entry-Level-Market Volvos, BMWs, Saabs, And Any Other "Yuppie Mobile"

Again, this is a fault of the owner, not the automobile. The BMW 3-series is a nice car, but is it worth close to \$30K? Many of the folks who drive these cars with their nose in the air have a hard time seeing the road.

AMC Matadors

I was watching "The Man With The Golden Gun" the other night, and the man with the golden gun was escaping in a Matador.

AMC Gremlin

To make matters worse, James Bond was driving a Gremlin X!!! Aargh!

AMC Pacer

Thank God neither of them was driving this automotive version of the pressure cooker.



No need to look to the future, it's our guess that Batman II will use this as the chase vehicle. I'll take mine in Matador red, please.



The things from which great Sam Peckinpaw movies were made.

Power Up. . . Power Packages

Bolt-on an Edelbrock Power Package for power you'll be bragging about. From the carburetor to the exhaust, Edelbrock offers you a "no-guesswork" system of dyno-matched, performance-proven parts. The Power Package system makes it easy for you to get the right combination for your application, because we've done all the homework for you.

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Performer manifolds have a patented runner design that provides the broadest power range of any dual-plane manifold. Performers are ideal for any engine where the rpm range is off-idle to 5500. For a high performance street machine or competition engine, a Torker II manifold should be your choice. Along with good throttle response, Torker II's supply power from 2500 to 6500 rpm.

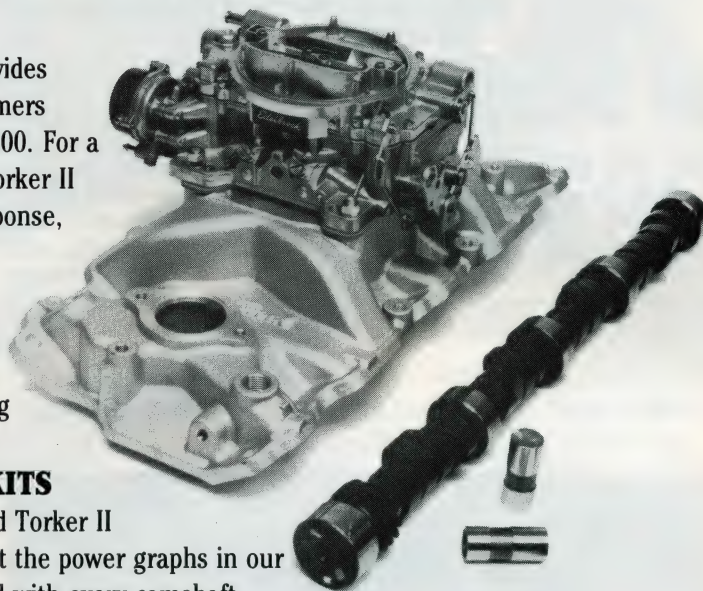
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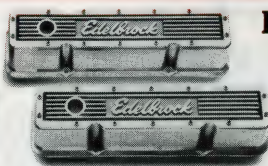
PERFORMANCE GUARANTEED. With an Edelbrock Power Package you get performance you can count on. We know. Each product is carefully engineered and tested by our innovative Research and Development department. That's your guarantee that Edelbrock products will perform the way we say they will. Send us \$3 for an exciting Edelbrock catalog and power up! Edelbrock Corp., Dept. 2119, 2700 California St., Torrance CA 90503.



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Now that you have the performance you want, get the

best in accessories by Edelbrock. Elite valve covers, air cleaners, breathers and scoops are available in chrome as well as polished aluminum. You're motor will look as good as it runs.



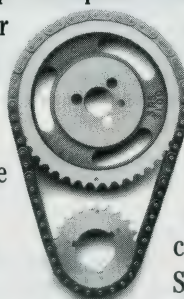
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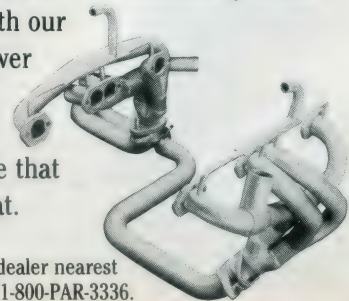
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UGLY CAR HATE

DEV ANAND

'69 Boss 302 Mustang

I can hear the cries now. Heresy! There is nothing wrong with the Mustang (other than it's a Falcon underneath), but it gets the selection because of its title as "Worst-Calibrated Street Engine Ever." With intake valves the size of manhole covers, the '69 302 was an intractable slug below 5000 rpm.

'76 Volare Road Runner

Putting the hallowed Road Runner name on a car as awful as the Volare should be a capital crime. Overweight, underpowered, and ugly to boot—it's a deserving pick.

'74 Mustang II

The damage done to the

Mustang name was irreparable after Ford grafted the once-great Mustang onto a Pinto (ugh!) platform. This indignation carried on for five years. Brickbats to Ford.

'71 Chevrolet Vega

Chevrolet strikes again. The Vega wasn't a bad car, but it was unfortunately powered by an aluminum block engine with a life expectancy measured in minutes. This half-baked engineering exercise resulted in a whole generation of new car buyers swearing off domestic cars.

'71 Gremlin

In late 1970, one of the assembly line technicians in Kenosha blew a gasket and ran amok through the plant with a chain saw. His first victim was an innocent AMC Hornet, whose back end the technician lopped off. As a joke, those fun-loving Rambler folks put it out on the showroom, and called it a Gremlin. The amputee-Hornet became AMC's best seller.

BRIAN HATANO

Plymouth Savoy

An ugly car with a name to match (isn't savoy a head of cabbage?). I'd do just fine if these eyesores were eliminated off the face of the earth forever.

Subaru XT

For Buck Rogers this might make one helluva street machine, but for me these cars look like the designer was caught in a bad time warp.

VW Thing

Whenever I see one of these on the road, I think of mowing the lawn because The Thing looks just like the corrugated

aluminum shed in my yard where I keep the lawnmower.

Rambler American

This has got to be one of the all-time ugliest cars (maybe second only to the Savoy) in American automobile history. The American Motors group of the time should've been penalized for wasting good metal. A few years later, though, AMC's Gremlin proved that in spite of a lack of design savvy they *did* have a sense of humor!

Mustang II Cobra

This car gets my vote for the tackiest use of bolt-ons and graphic treatments. I sometimes wonder how the Mustang reputation survived.



It is alleged that one '62 Chrysler Imperial makes four to five Suzuki Samurais.

TIM BERNSAU

'58 Ford Thunderbird

Imagine falling asleep one night married to Rosanna Arquette and waking up the next morning next to Roseanne Barr. Frightening thought? How do you think T-Bird lovers felt in '58 when their sporty little two-seater became a 3700-pound four-seater? Good grief—you'd better annul the marriage!

'80 Cadillac Seville

A Cadillac that looks like a stretched Omni—now there's a great idea. I say if you're going to buy a Cadillac, buy a *real* one, like a Fleetwood. If it doesn't hold a family of six... and their furniture... in the trunk... then it's not a Caddy. Sorry.

UPS Truck

They may be fast but they're

ugly, don't have doors, and only come in brown. Besides, one of them almost ran me over this morning.

'73 AMC Gremlin

Count me in, guys. Any year could apply in this category, but I chose '73 for the Levi's blue jean interior complete with authentic orange stitching and brass rivets. Did you ever sit on one of those rivets in the middle of July wearing shorts? You'd remember.

Late '60s/Early-'70s Psychedelic Schoolbus

I hated the twice-a-day rides in those big yellow torture chambers as a kid, and could never understand why anyone would want one as their personal vehicle. With flower and rainbow paint schemes on the outside and decades-worth of chewing gum on the inside, they never appealed to me. ☹



In 1973, AMC's Levi-equipped Gremlin X was hot property. Luckily, with time they faded.

JIM LOSEE

Munster Coach

Are we talking ugly, or what? And give me a break, 10 carbs on a 289 Ford. Be real.

Any VW Van

Enough said.

Any British Car With Lucas Electrics

Does the name "Prince of Darkness" mean anything to you?

'75 Vega

As good-looking as the GT version of the Vega was, it still had the liner-less, water-leaking, oil-consuming, four-banger with an EGR valve... and in '75, along comes a catalytic converter.

'62 Chrysler Imperial

What a waste of perfectly good metal. As far as looks go, these stylists must have been part of the Army's LSD experiments in the late Fifties.

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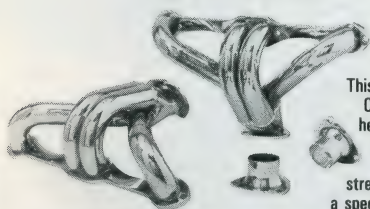
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Street Rod/ Universal Headers



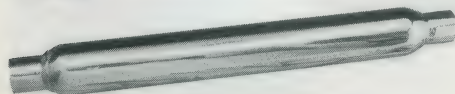
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Street Rod/Universal Headers for the big block Chevy and small block Ford applications will be available soon!

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Elite series stainless mufflers without collector flanges may be used for any high performance applications. These mufflers utilize a 3 $\frac{1}{2}$ " diameter case, high temperature pack material and large 2" cores. Manufactured from 304 aircraft quality polished stainless steel, the mufflers are available in all popular inlet/outlet sizes.



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Super Competition Turbo Muffler



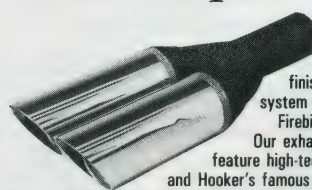
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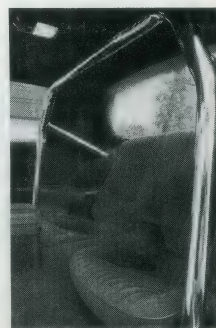
NEWEST: Now, for just a little more. Hooker Elite Series exhaust (resonator) tips are available with polished 304 stainless steel housings. Your Hooker Elite stainless exhaust (resonator) tips will continue to look like new for years to come.

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PAINTER'S POINTERS

Show-N-Shine Tips From The Experts In The Field

By **Brian Hatano**
and **Rex Reese**

Aesthetically speaking, there are at least a couple dozen ways to achieve a fantastic finish on your street machine. In fact, if you were to conduct a how-to-paint poll among the thousands of professional painters across the country, you'd very likely end up with a different method from each one.

Of the various ways of auto painting that we've encountered, some are right, some are wrong, some are more suited for the very experienced, and some—the ones that we're about to present here—are geared for the weekend do-it-yourselfer. There's no better substitute for learning how to paint than the experience gained from trial and error. But, as they say, hindsight is 20/20, so to help all of you aspiring spray gun masters avoid many of those potential errors, the first and most valuable lesson can be found on the back of most paint can labels. You'll find that if you use that info as a baseline, you'll have a clear understanding of why each painter does things just a little bit differently. Then, by incorporating some of the following tips of the trade with that baseline procedure, it won't be long before you develop your very own formula for successful painting.

Vulcan Logic

We can't stress enough the health hazards posed by automotive painting and improper safety precautions. Unfortunately, there are a number of painters from the old school who began their trade before the inherent dangers of inhaling paint fumes were emphasized, and they continue to ignore the facts. Even today, we come across a few "superpainters" who continue to defy safety logic as if they are immune to mere chemicals. Whether you're stripping, sanding, or spraying any form of paint, *always* protect yourself by wearing the appropriate respirator, gloves, face shield, and clothing that comply with OSHA standards; sand in a well-ventilated area; spray only in a booth designed for automotive painting that has clean filters; and make certain that paint respirators and particle masks fit snugly and have fresh,



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If your engine degreaser's not cutting it, let off some steam.

From this big can comes the best there is. With an advanced cleaning formula that cuts through engine dirt and grease *better* than anything you've ever used.

With *more* active ingredients than the competition. *Twenty-five per cent more* product than the leading brand, so one can clean your entire engine. And, with a handy spray-any-way valve that cleans hard-to-reach spots with ease.

If your engine degreaser's just not cutting it, maybe it's time you let off some serious steam. With new Steam® Premium™ XTRA DUTY® Engine Cleaner Degreaser.



Another Quality Product of the
Pennzoil Products Company.

PAINTER'S POINTERS

clean filter elements. You will, in the words of Mr. Spock, "live long and prosper."



Patience Is A Virtue

From the moment you begin to sand your car, you'll be faced with the temptation to hurry through certain tedious preparation steps or skip some seemingly minor details such as sanding along the edges of doors, fenders, and decklids. Without de-emphasizing the importance of proper application, suffice it to say that *preparation is the most critical phase of automotive painting!*

Monkey See, Monkey Do—Good Painters Don't

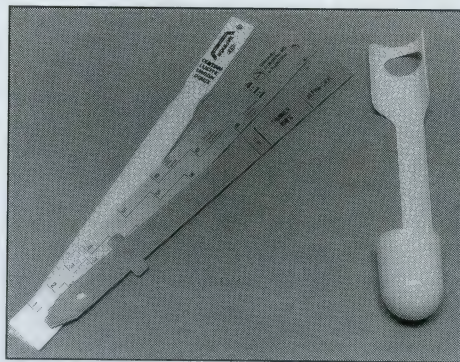
We often hear or read about panel painting—painting the decklids, roof, and each fender and door separately—as it is a common practice among many painters. The reasons for doing this are to ensure thorough coverage, eliminate vertical surfaces that are prone to runs (excess paint that begins to form a drip), and to minimize "orange peel" in the finish. For those who are still honing their skills, this method is recommended only with opaque (non-metallic) colors. Although it can be done with metallics, it's best avoided because air pressure at the gun and fog coating (to even out the metallic particles) require a degree of consistency that comes only with experience. The slightest variation in pressure or fogging can noticeably darken or lighten the tone of metallics between the panels. Custom paints such as pearls and candies re-

quire absolute consistency and should never be applied in this manner.

Enough Is Enough

If the CC staff had a dollar for everyone who's claimed to have 20 or 30 coats of acrylic enamel or urethane on their machine, we could finance our own Top Fuel racing operation! It doesn't take a rocket scientist to realize that the number of coats is insignificant, since paint can only be measured accurately by the amount of material to be applied. Rest assured that 30 coats (which would require about 10 gallons of paint) provides no more shine than the recommended two or three coats (2 gallons at most).

As always, there is an exception. The mandatory color-sanding and buffing steps of a complete lacquer job require additional material, usually about twice the amount of enamel-type paints. Otherwise, unless you drive a bus, two gallons is more than enough to achieve the desired thickness of 3 mils. Now, for any stubborn fools who still insist on spraying 30 coats of Imron, here's our tip of the month: You can save a heap of time by simply filling a swimming pool with paint and dipping the whole car!

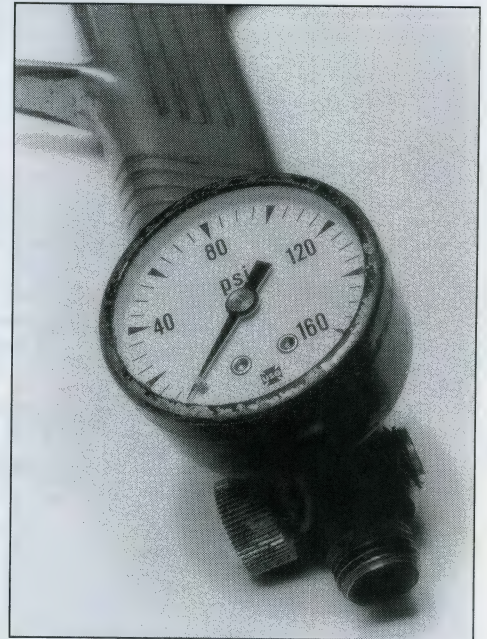


Flow Testing

Most automotive paints must be mixed with a compatible reducer or thinner (preferably of the same brand) in order to achieve a fluid viscosity that will properly atomize (blend with air into spraying consistency) in the gun. Each manufacturer lists their recommended ratio on the label; however, it's left up to the painter to perform the measurements. Until you become familiar with, and can adjust your spraying technique to, the characteristics of various viscosities, it's best that you do not mix

by eye. The use of a marked measuring stick or container is acceptable by most painters, but the only way to guarantee a precise mixture for each application is to utilize a viscometer, also known as a viscosity cup.

Once you've reduced the paint according to the specified ratio, you can "fine-tune" the mixture by filling the viscosity cup and timing the flow of material as it exits through a small hole. For total accuracy, the cup and time factors should come from the company who manufactures the paint.



Pressure Situation

You can't see air but you can certainly measure the pressure that it creates. When spraying automotive undercoats and topcoats, the amount of air pressure that is regulated into the gun is dictated to a certain degree by the ratio of the paint mixture. As you'll discover by experimenting, a slight change in viscosity along with a corresponding adjustment in air pressure is a way to tailor spraying characteristics to match your technique.

Even if you choose to stick with the manufacturer's recommendation, the air must be accurately metered, and the only way to do so is to install a gauge on the gun. Think of this as a tachometer for spray painting.

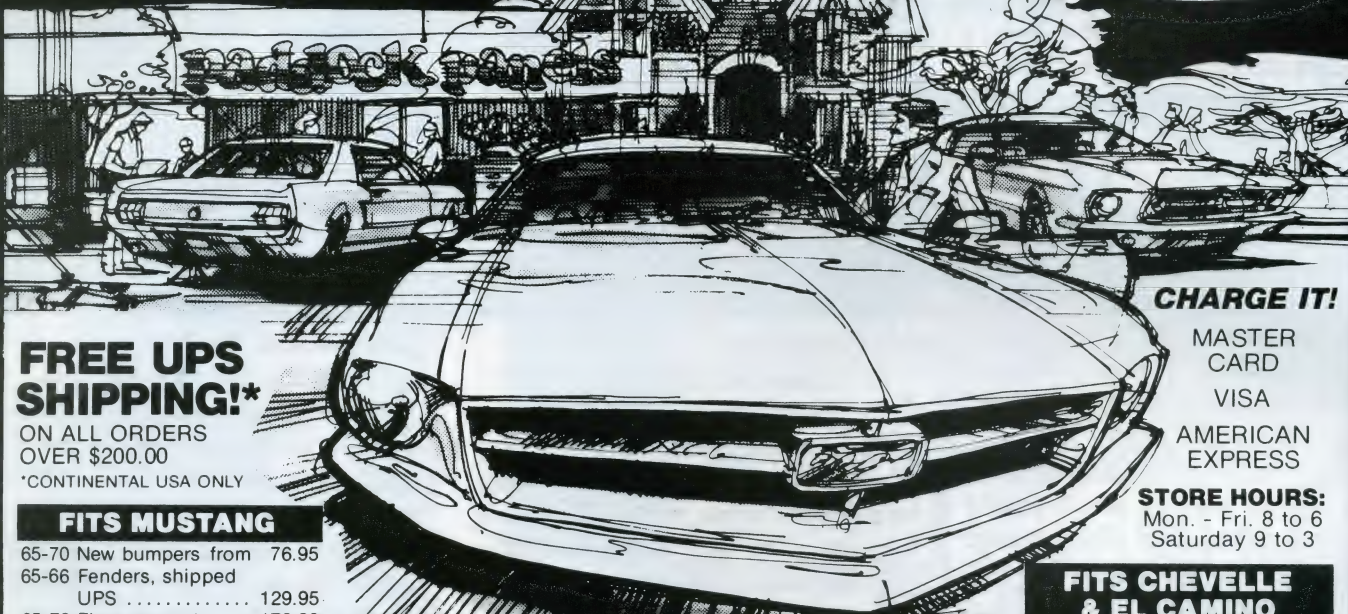
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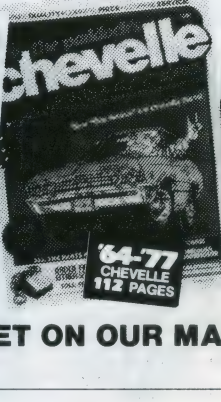
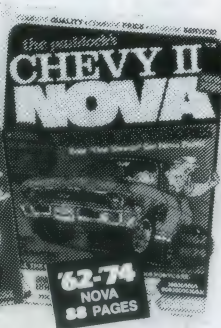
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dark colors (especially black), many silver metallics or colors with high metallic content, and all candy and pearl finishes tend to enhance body flaws that would otherwise go undetected with other colors. As a general rule, if you plan to apply one of the aforementioned colors, read "Patience Is A Virtue" again, and then block-sand the entire car an additional two times beyond what the job would normally require for most other colors.

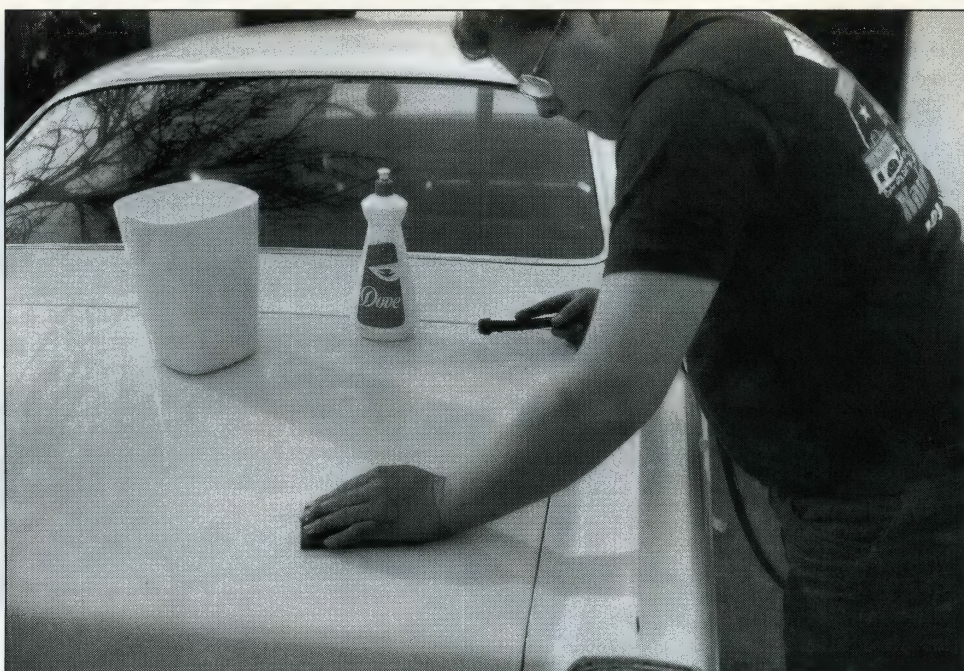
To Stripe Or Not To Stripe

Adding graphics other than brush-applied pinstriping should never be an afterthought. If you're going to flame it, scallop it, stripe it, or even if you haven't got a design in mind yet, you have a few options regarding the type of paint (lacquer, enamel, clearcoat) that you can use. If graphics are part of the plan, many custom painters prefer to use lacquer for the base color and designs, followed by a urethane clearcoat. For a single color, acrylic enamel or urethane is the best bet whether or not a clearcoat is required. Although properly catalyzed enamels have been successfully used as a base for lacquer stripes, it's best to avoid spraying faster-drying lacquer over slower-drying catalyzed enamel.

True Grit

It's a fairly common misconception to attribute paint adhesion directly to the grit of sandpaper used for the final sanding. Remember that paint adheres primarily through a chemical bond, and painting over a surface sanded with a grit that's too coarse will only leave you with sanding marks in the finish. On the flip side, final-sanding with ultra-fine 1000- or 1200-grit could leave you with a finish that is too smooth and chips easily.

Final sandpaper grits should range from 220 to 400 for dry sanding, and 400 to 800 for wet sanding. The exact grit depends partially on how adept the painter is at laying on paint, and to a smaller degree, how much adhesion you require in exchange for the smoothness of the finish.



It's In The Water

Color-sanding and buffing is a time-consuming process that, even when properly done, requires plenty of effort. Here are two simple tricks to ease both steps: When color-sanding, add a few squirts of liquid dishwashing soap to lubricate the paper and reduce paint residue build-up. And for buffing, remember that all compounds are water-soluble and thinning them a little (with water) before putting the pad into motion will greatly increase polishing effectiveness and also cut down on the residue build-up on the pad which burns into the fresh paint.



Prep Talk

One very crucial facet of paint preparation more common during musclecar restorations is the treatment of bare metal. This area of adhesion is the foundation for longevity and durability. Most painters will agree that the adhesion to metal of the factory paint is unsurpassed, and when properly prepared, factory

paint provides the ideal surface for any type of repainting.

However, older cars that have had extensive bodywork or have accumulated a few paint jobs over the original usually require stripping to bare metal before new paint can be applied with any degree of quality. If this is your predicament, there *are* ways of prepping bare metal to achieve factory-like adhesion. After stripping (chemically or by sanding), *keep the period of bare metal exposure to an absolute minimum.* Most chemical strippers must be neutralized (thoroughly removed with a recommended solvent) and then the metal must immediately be treated with a rust-inhibitive solution, and then coated with a primer formulated specifically for bare metal application. Several products are available for this purpose, and it would be wise to consult a knowledgeable paint supplier or a factory (Ditzler, R-M, DuPont, etc.) paint rep for specific requirements.

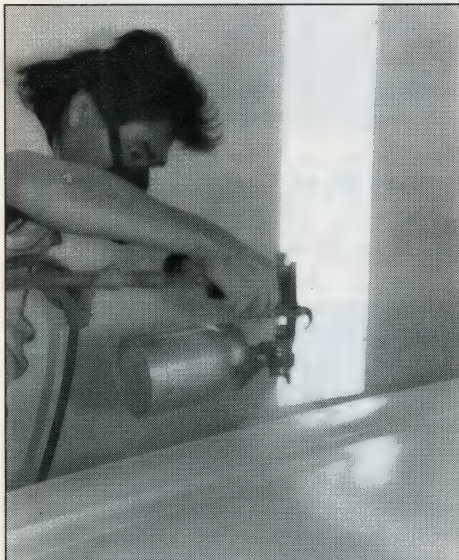
Car Crafter's Caution

Here's a tip for anyone who plans to have a car painted at a shop. The cost of a paint job mainly determines the extent of preparation and the type or quality of materials to be used. Whether you opt for a low-buck enamel job or a custom two-stage urethane finish, there should never be any runs, fisheyes, or excess dust particles. These are defects caused by pure carelessness of the

painter. After all, you'd expect an engine to be properly assembled whether it's mild or wild, right?

Unfortunately, some shops will make every effort to sell a poor paint job. The most common trick of deception is to have the car waiting out in the sunlight and never let the customer see it under the revealing lights in the spray booth.

Before you authorize work to begin, make it clear (in writing, to be safe) that you'd like to inspect the new paint job in the booth. If the shop refuses to do so, find another.



Let There Be Light

If paint, especially an enamel- or urethane-type, is to be successfully applied, the painter must carefully observe the material as it sprays from the gun onto the surface. Only experience will allow you to actually see whether or not the spray pattern is correct and the volume of material is sufficient for proper flow. You *must* learn how to "read" the paint during application, and having proper lighting is the key.

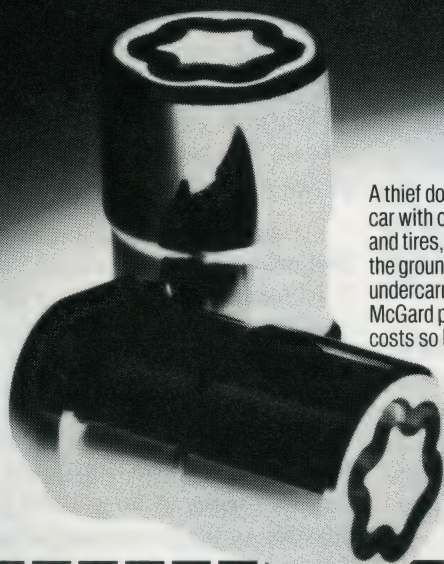
Automotive spray booths have fluorescent light fixtures that are strategically located to provide maximum illumination of the entire vehicle. Even with a good light set-up, however, the painter must still constantly maneuver his angle of vision while spraying, especially with white or any light shade of paint. The bottom line is: Avoid painting in a dimly lit booth.

Jamb Session

Changing colors always involves the additional steps of painting under

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the hood, in the trunk, and, of course, in the door jambs. Removing each door is the only way to gain full access to the hinge area for thorough cleaning, sanding, and painting, but if you'd rather skip this arduous task and be content with only the visible parts of those areas painted, then here's what to do.

First, go to the paint store and buy the secret ingredient: a small can of Morton Paints' "Jamb-It" or an equivalent. Prep by removing or masking surrounding interior pieces, then disconnect the car's battery. Clean the jambs with plenty of wax-and-grease solvent and scuff as much of the area as possible with a red 3M Scotchbrite pad. When the jambs are ready for paint, apply one light coat of Jamb-It and paint as usual. This product promotes maximum adhesion to areas that cannot be sanded.



Primed And Ready

Once bare metal has been properly etched and coated with a bare-metal primer-surfacer, the next step is to spray a light mist of flat black lacquer over the primed areas before sanding. This is called a "guide coat" and, as the primer is being block-sanded, reveals low spots on the body by leaving traces of the black paint. Any time primer is applied, it should be accompanied by a guide coat prior to sanding.

Three heavy coats of primer should be applied over the bare metal, and if the body has been properly metal-finished or body-worked, the grit to use to sand the first application of primer should be 180 with dry-sanding or 320 with wet-sanding. Follow up with three medium primer

coats and block-sanding with 220-grit (dry) or 400-grit (wet). Finish with two light coats of primer and block-sanding with 320- to 400-grit (dry) or 600-grit (wet). Dark colors (especially black) should be treated to at least two additional block-sandings to guarantee a wave-free body.

Clean And Mean

Washing your car once a month may not be often enough, and can, in fact, do more harm than good. Dirt particles and other uglies that have built up in the last 30 days can be ground into your car's paint job, abrading the finish, and ultimately killing the shine. A weekly cleaning regimen is the best way to maintain your car.

To Wax Or Not To Wax?

Waxing cars on Saturday afternoons may be one of the great American pastimes, but not the best way to care for an expensive paint job. According to some pro paint and body experts, many waxes leave buildups around emblems and trim which are a major hassle to remove. Also, over time, the various chemicals found in some auto waxes can leach their way into the paint, causing it to soften and create "fisheyes" in any new paint that's applied. To protect the paint many professionals prefer a non-silicone-based product.

Only One Way

Removing emblems and moulding strips is always a time-consuming task prior to painting. Of course, the quick alternative is to carefully mask off such items. But, if you are serious about a top-quality finish for your car, removing as many trim pieces as possible is the only acceptable method. It may mean going behind body panels to remove fasteners, but the final results will reflect the effort.

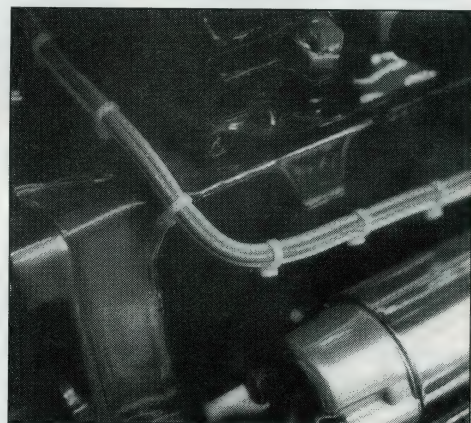
Bondo Basics

Used properly, plastic body filler will last the life of your car. First, grind the area to be repaired down to bare metal, and hammer or pull out the sheetmetal to closely match the original contours. Next, apply the properly catalyzed filler in thin coats (the finished job should be no more

than 1/8- to 1/4-inch thick) then block-sand and apply primer. Problems with plastic filler generally stem from improper surface prep (it should never be applied over paint), and inadequate catalyzing or mixing.

Contrast Control

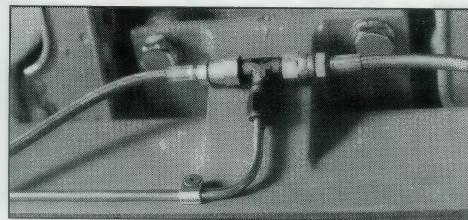
All chrome, all polished, or all one color? Too much of one thing can kill a car's appearance. The all-chrome look can make a car look more trashy than classy. But alternating chrome or polished surfaces with paint will bring out the highlights and make things look more interesting. For example, a motor can have a black-painted engine block with chrome valve covers, intake manifold and oil pan. Conversely, *everything* could be black, but with just the highlights chromed or polished, such as valve cover fins, engine pulleys, brackets, and fasteners.



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Getting Wired

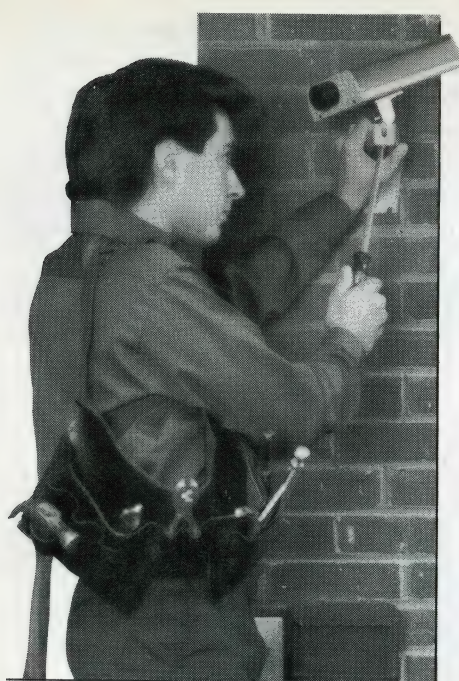
Show-quality wiring, wherever it is on your car, must be tight, straight, and clean looking, with right angles wherever possible. Plastic zip-ties are an acceptable form of bundling wires together and can be positioned every 2 or 3 inches. But if you want to go through the effort, a zip-tie every inch is best.



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Learning Your Lines

An excellent way to install brake lines is as follows: Install all connectors first, then use lengths of welding rod to lay out a dummy pattern where all the plumbing will be rout-



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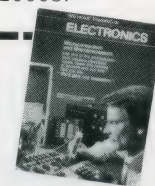
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ed. When the layout is done, the actual brake lines can be bent and cut as usual, using the rods as guides. This method, which can be applied to other engine and chassis plumbing, allows you to make precision measurements that will lead to an aesthetically pleasing design.

Tar Wars

Cars that are driven regularly accumulate road tar, salts, oil, and dirt that can quickly deteriorate the finish. Regular and careful washing may not always do the trick; a relatively simple solution is to use a removal product such as DuPont's Y-3919S Prep-Sol solvent cleaner, Ditzler's Acryli-Clean, or RM-900 Pre-Kleano. These solvents effectively remove grease, wax, and road tar, but won't harm paint.

Chrome To The Bone

To get your chrome to really shine, first use fine #00 steel wool to clean off any marks, dirt, or bits of rust which may have accumulated. Next, use a high-quality chrome cleaner, like Meguiar's Mirror Glaze Chrome and Metal Polish; apply and let dry. Finish with a buffer to produce a bright, deep luster.

U-Joint Dress Up

Stock U-joints are pretty ugly, but there is a way to improve their looks. U-joint caps fabricated from spun aluminum are available from Mike's Street Rods, 1410 E. Arrow Highway, Irwindale, CA 91706, 818/359-4816. They can be left naked, polished, or anodized, and attach to the U-joint with weatherstripping adhesive. Price is \$6 for four caps.

Laying It Down

The best time to apply pinstriping

is after the paint has cured for at least one day, and remember that oil-based striping enamels cannot be top-coated with clear coats. One-Shot Paints of Gary, Indiana, offers striping paint in one-pint cans available at most auto paint stores. It's a non-catalyzed, leaded enamel designed to stay glossy and last a long time. One-Shot paint mixes easily with synthetic enamel reducer and goes on smoothly with striping brushes.

Watching The Soaps

Many soaps and detergents are abrasive to car paint, and many leave residues behind, even after lots of rinsing. Wash your car correctly by using car wash soap. It's non-abrasive, doesn't hurt the finish, and won't leave residue. If no such soap is available, you can substitute household dishwashing soap like Palmolive or Ivory used in a ratio of 2 capfuls for every 5 gallons of water. ☐

JUDGEMENT DAY

Anybody who builds a car for show, especially on a professional level, will spend hundreds—maybe thousands—of man-hours buffing and detailing beyond the comprehension of mere mortals. And though most people who attend car shows may not know of or appreciate all the workmanship that's been put into a car, there's a certain amount of pride in knowing that it's there. When it comes to winning car shows, it's the details that count, even the ones that don't show.

The show judge sees things that others do not. It's his skilled eyes and knowledge of automobiles which can mean the difference between best-of-show, best-of-class, or also-ran.

How are cars judged? There is less magic involved here than you may think, since the majority of judging is based on what is seen and known about a particular entry and the class it's in. On the other hand, the car owner has to go that extra mile to show the judges that his machine is either different or better than anybody else's.

First, with the exception of a few large regional show producers, show classes can vary greatly from event to event. But you can be assured that

there's a class for you. The spectrum of classes can run from pure show customs to show-and-go, vintage and classic, restored, unrestored, antiques, and even vans and pickups. Prizes are awarded for best-of-show and best-of-class with special trophies awarded for individual areas such as best paint, interior, engine, display, etc.

This is where the judging comes in. The standard procedure is to have show judges grouped into teams who then judge assigned classes or areas in which they have a certain knowledge or expertise. Usually, judging is based on a 100-point system, with the most points going to the exterior, followed by the interior, engine, and then the chassis. Each area is, in turn, judged according to certain criteria, with points awarded for finish, cleanliness, detailing, originality (for customs), or specification (for stock classes).

The key to successful showing is to make as much known about the car as possible. This means more than leaving the doors, trunk, and hood open. Where possible, have a placard board with your display to list all details done to your car. In some cases, entries also include photos of construction details which would not normally be seen.

From there, the judges can then check things out for themselves.

Little details add up, such as clean body trim, a clean interior, painted bolt threads and Allen sockets, a clean and well-detailed chassis. It's at this level, if everything else is judged equal between two cars, that a best-of-show winner is determined. Judges will then look for the smallest mistakes, or the best examples of workmanship, down to the last nut and bolt. They will look under the chassis, inside wheelwells, and may even fire up the engine to see if it runs as well as it looks.

Everything that can be done *is*; the only limit is the builder's imagination and ingenuity. All painted surfaces must either match, complement, or tastefully contrast. Chrome and polished parts must be strategically located. Wires, hoses, and plumbing must be tidy. All mechanicals must be clean and functional. In stock classes, all stock equipment and details must be in place as the manufacturer intended.

And just as car quality can vary, so can the judging. The point is to make the best of the factors that are under your control. Knowing you've done the best you can will make "judgment day" even more satisfying.



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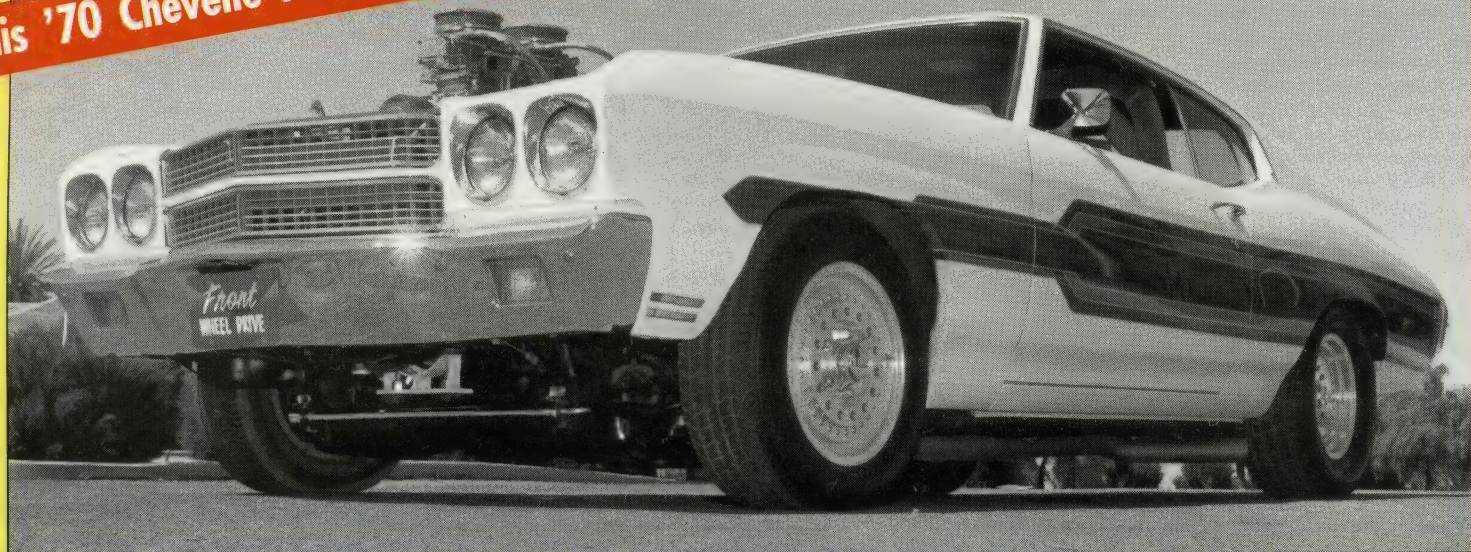
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you get a lot to like.

Philip Morris Inc. 1989

**SURGEON GENERAL'S WARNING: Cigarette
Smoke Contains Carbon Monoxide.**

Kings: 17 mg "tar," 1.1 mg nicotine—100's: 17 mg "tar,"
1.2 mg nicotine av. per cigarette by FTC method.

This '70 Chevelle Has A Split Personality

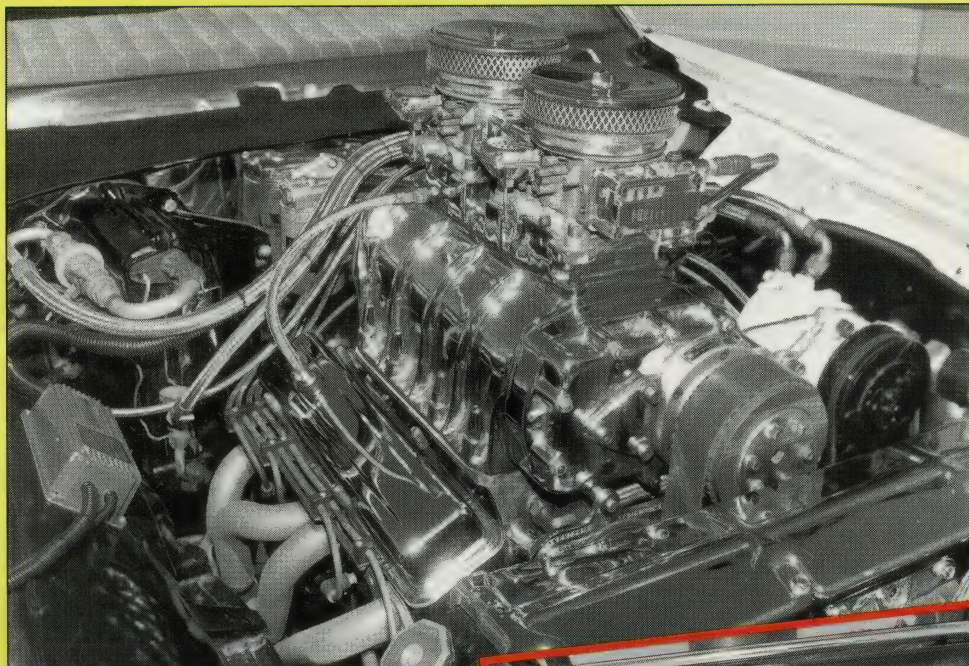


BRAIN TEASER

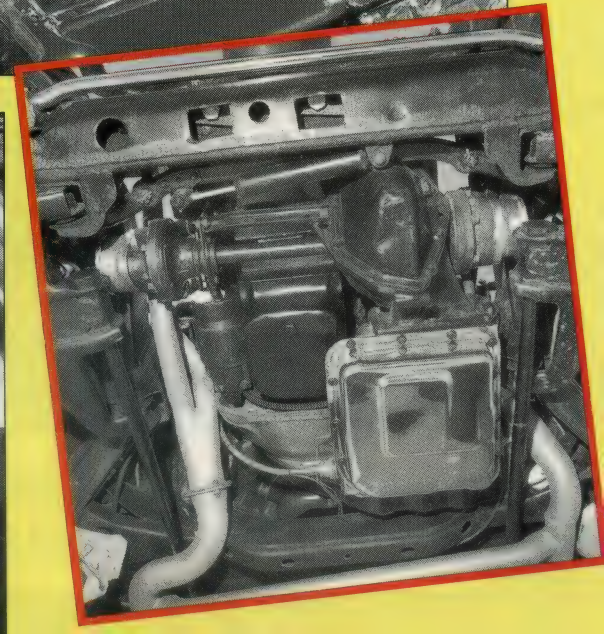
By Dev Anand

Things aren't always what they seem and Tony Waggoner's '70 Chevelle drives that point home every time. Sure, it looks like any other healthy Chevelle—big meats in back, wheelie bars, a Chevy 12-bolt rearend. Line up against this resident of Phoenix, Arizona, and his blown Chevy will blast down the quarter, smoking the tires all the way. There's only one difference: it smokes the *front* tires, not the rear!

Instead of emulating the current Pro Street practice of taking a modern but anemic front-wheel driver and converting it to a rear-drive ground-pounder, Tony wanted something different for his street machine.

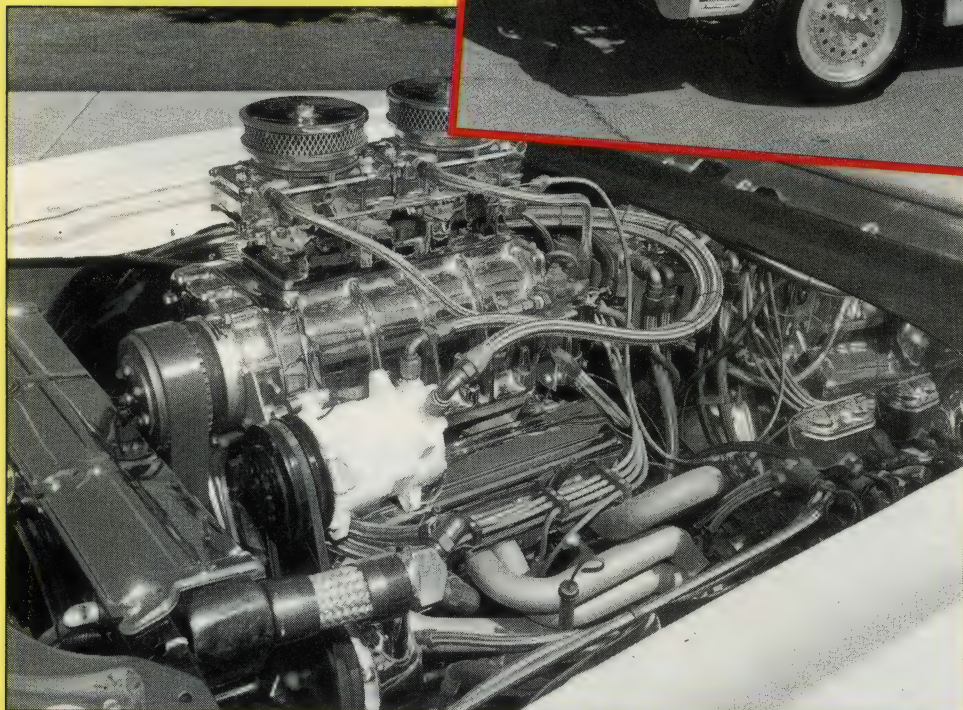


PHOTOS BY JIM KELSO



So he took the classic musclecar, and converted it to front drive. No, the powerplant in the Chevelle is not some anemic wimpoid four-banger. The 350 small-block has been treated to a TRW and Speed Pro bottom end courtesy of Al Cerny Racing Engines, and Steve Johnson handled the 15% underdriven 6-71 huffer on top of the Edelbrock manifold.

Tony and Steve's handiwork is most evident in the mating of the powerplant with a '66 Toronado front-wheel-drive driveline. The



THM 425 automatic transmission received a modified adapter plate and longer bellhousing alignment dowels to mate with the engine. A Toronado front frame was carefully welded to the existing Chevelle rails, with exacting fitting to ensure the front wheels were centered within the fender openings. A stock Eldorado 3.08:1 final drive is used in conjunction with Toronado drum brakes; redrilled 15×7 Chevy S-10 4×4 wheels are bolted on for the correct wheel offset.

The rear of the car is held up by a stock Chevelle rearend, minus, of course, a driveshaft. Tony removed the transmission hump and driveline tunnel in its entirety, after which Tony's talented wife Janice stitched the custom interior.

Oh yeah, we almost forgot. A line-loc is installed on the rear brakes for those front wheel burnouts! ☺

MOJAVE MOVER



Cliff Jensen's Desert Dominator Mach I

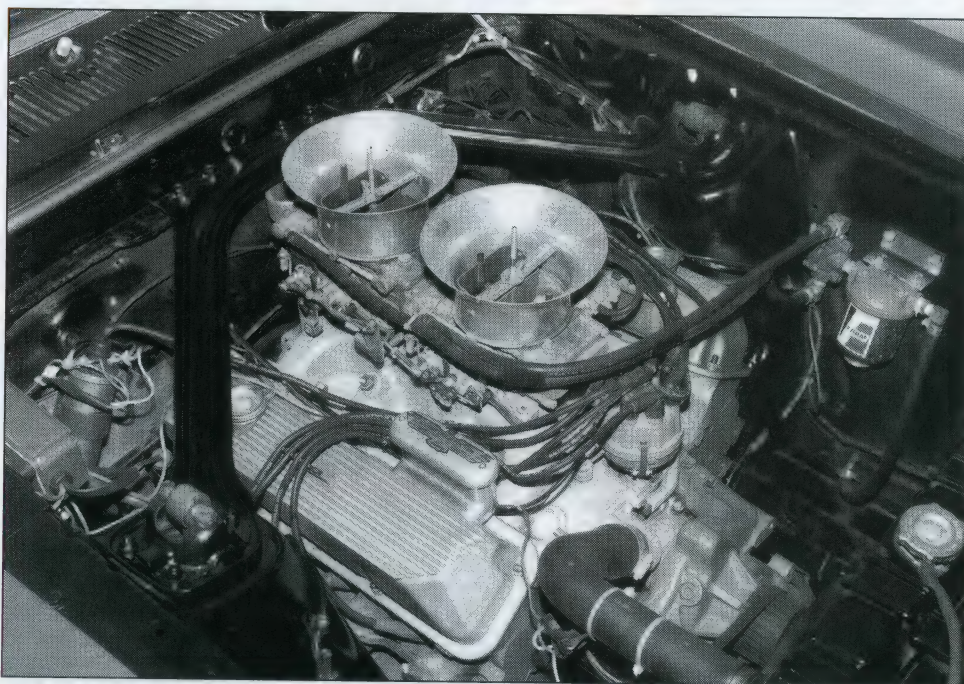
This metallic Indian Red '69 Mustang Mach I owned by Cliff Jensen is as fast as it is good-looking. It runs Bracket 3 at nearby Los Angeles County Raceway, where its best elapsed time is 12.12. Best overall e.t. is 11.63 with a top speed of 121. Modern Auto Body in Pasadena handled the bodywork, adding a Fiberglass Trends scoop to the stock hood. The car is a regular at car shows as well as at bracket races.



By Tim Bernsau

Life in the desert has many parallels to life as a bracket racer. In both cases, resources are often limited and you must make the most of what you have. Probably no one does this more successfully than Cliff Jensen, who not only races his '69 Mach I Mustang in Bracket 3, but lives near the end of the earth, in the small desert town of Littlerock, California.

When Cliff bought the Mustang from the original owner, the interior was beautiful, but the exterior was in sad shape. Cliff is a street machiner



The '63 Ford 427, machined 0.040 over by Blair's Speed Shop of Pasadena, has been very reliable. The heads are ported and polished '64 427 Low Risers. Cliff has assembled a successful combination of parts, including TRW 11.0:1 pistons and bearings, Speed-Pro rings, LeMans cap-screw rods, and a Ford forged steel crankshaft. He uses an Owen Orbit flat-tappet camshaft and lifters, steel TRW valves with Isky pushrods and triple valvesprings, and the Ford Power Parts roller rocker system with chrome moly rocker shafts, roller rockers, and end support kit. Those are Holman & Moody breathers in the 428 Cobra Jet valve covers. The engine runs about twice a month, and hasn't been apart in four years.



Cliff had been running the Mach I with a single four-barrel, big cam, and nitrous, shifting at 7500 rpm. With this set-up—dual 600cfm Holley 1850 carbs, a C7ZX Ford Muscle Parts dual-quad manifold, smaller cam, and no squeeze—Cliff can run the same e.t.s at 5500 rpm, while extending the life expectancy of the engine.

HIGHEST QUALITY LIGHTWEIGHT FIBERGLASS

KITS HAVE HOOD
2 FENDERS
UPPER & LOWER
PANELS
ORIGINAL
LITES &
GRILL CAN
BE INSTALLED
FITS SS & RS

KIT WITH CA-120 7" HOOD \$513.95
KIT WITH CA-104 5" HOOD \$513.95
KIT W/CA-132 9" HOOD W/COWL \$548.55
KIT WITH CA-101 228 HOOD \$479.95



'67, '68
& '69
CAMARO KITS

Kit features reverse flanges on fenders for easy assembly. All parts may be purchased individually. Take apart configuration of this front end eliminates shipping damage that is common to 1-piece front ends. Original grill can be mounted.

'68-'69
CHEVELLE
COWL
INDUCTION
HOOD



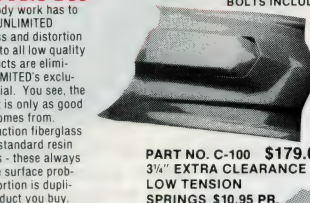
PART NO. H-828

This hood allows 2 1/4 inch extra clearance and features '69 Camaro Cowl Induction Scoop. Bolts to hinges. Rear of scoop is supported. Rolled edges on 4 sides to insure a perfect fit without fitting or grinding. Made for long life and durability.

'70-'81 CAMARO L-88

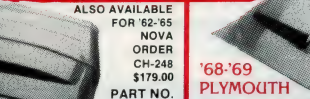
No additional body work has to be done to any UNLIMITED hoods. Waviness and distortion that is common to all low quality fiberglass products are eliminated with UNLIMITED's exclusive mold material. You see, the finished product is only as good as the mold it comes from. Most high production fiberglass companies use standard resin and glass molds - these always shrink and have surface problems. This distortion is duplicated in the product you buy.

ALSO AVAILABLE FOR '66 CHEVELLE ORDER #628 \$179.00



'68-'74
NOVA CHEVY II

This hood is a replica of standard 2-Z8 Cowl Induction Hood. 2 1/4 inch extra clearance. Rear of scoop is supported. Small steel threaded inserts are molded in for mounting to hinges. Molded rolled edges on 4 sides insure perfect fit without fitting or grinding. Made of medium weight fiberglass and is not thin or flimsy. Made for long life and durability.



There are many companies in the fiberglass component business but in our opinion none can compare with our quality or prices. Our products all come from the finest molds money can buy, and everyone knows that a fiberglass product is only as good as the mold it originates from. A cheaper gun is not used to create Unlimited Products. All our hoods and other products are hand laminated to insure long lasting shape and quality. In addition to taking a great deal of pride in our products, we also make sure our product arrives at your door properly by our own specially designed packing cartons. You won't order a product from us and have it arrive in a used cardboard box. Finally, you pay rater net prices and shipping cost. Fast Air Freight Service available on all items. There is no additional charge for boxes and packaging. You pay sales tax only if you live in California.

714-735-7770

CAMARO '70-'81

WITH COWL INDUCTION

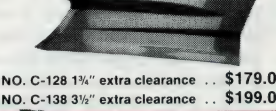
This hood has low smooth look to it, yet gives you extra carburetor clearance. Small steel inserts are firmly molded in so that original hinges can be used. Stock springs must be removed. Low tension hood springs are recommended. The front of the hood can be pinned with racing style hood pins. This hood has a rolled edge or lip around 3 sides to assure perfect fit without grinding or cutting.

TWO MODELS AVAILABLE 1 1/4" HI or 3 1/4" HI

BOLTS INCLUDED BOLTS TO HINGES

NO. C-128 1 1/4" extra clearance .. \$179.00

NO. C-138 3 1/4" extra clearance .. \$199.00



CAMARO '67-'69

Z-28 REPLICA

This hood features 1-piece construction, weighs less than 16 lbs. and has smoothly styled Z-28 Cowl Induction Scoop. Small steel inserts are molded in so that you can use your original hinges. Allows 1 1/4 inch clearance.

PART NO. CA-101 \$129.95

1-PC. FRONT END FOR '67-'68 CAMARO

Features built-in Z-28 Style Cowl Induction Hood and front bumper. Fully braced interior with mounting bolts for Tilt Kit. Tilt Kit sold separately. Made of medium weight fiberglass and is designed to fit. Does not require body work or cutting to fit. This piece is not thin or flimsy like some low quality brands.

PART NO. CA-280 \$499.00 + 40.00 CRATING CHARGE

LOW TENSION SPRINGS AVAILABLE \$10.95 PAIR

UNDERSIDE FULLY BRACED

BOLTS TO HINGES BOLTS INCLUDED

ORIGINAL BUMPER CAN BE "MOUNTED OVER" BUILT-IN BUMPER

SS HOOD FOR '70-'72 CHEVELLE & EL CAMINO

BOLTS TO HINGES BOLTS INCLUDED

PART NO. H-128 \$149.95

Scoop is 1" high and open underneath for clearance. Full inner structure for rigidity and support. Rear of scoop is fully supported to eliminate droop. Small steel threaded inserts are molded in for mounting to hinges. No flapper at rear. Front can be secured with racing type hood pins.

'55, '57 CHEVY
1-PC. FRONT END
TYPICAL FREIGHT
CHARGE ON 1-PIECE
FRONT END IS \$65.00



ALSO AVAILABLE:

'57 CHEVY CALIF. STYLE 1-PIECE FRONT BUMPER \$114.95
'55 has lower pan built in. Grill area is open. Rear has full inner support. Constructed of medium weight fiberglass. Bumpers and trunk are also available. '57 does not have front bumper or grill area.



FAST FACTORY DIRECT DELIVERY!

'70-'73 CAMARO KIT

This kit features 1-piece front end. Original grill can be mounted. All fenders bolt to original mounting places. Hinge type hood available. Inner rear of fenders are braced for increased support. Hood fully braced.

\$625.00 WITH L-88 OR COWL INDUCTION HOOD

KIT COMES WITH 2 FENDERS HOOD, UPPER AND LOWER PANEL

ORIGINAL LITES AND GRILL CAN BE USED

'70-'73 CAMARO KIT

PART NO. C-738

ALL FENDERS BOLT TOGETHER. ORIGINAL GRILL CAN BE MOUNTED. ALL FENDERS BOLT TO ORIGINAL MOUNTING PLACES. HINGE TYPE HOOD AVAILABLE. INNER REAR OF FENDERS ARE BRACED FOR INCREASED SUPPORT. HOOD FULLY BRACED.

\$569.00 R/T HOOD

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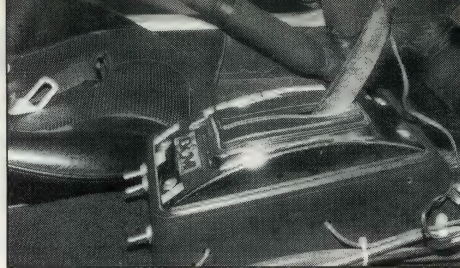
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NAME	QTY.	PART NO.	DESCRIPTION	PRICE
68-69 AMX HOOD	AMX-101	159.00		
(HAS TIGER TEETH-ALL JAVELIN)				
ANGLIA 1968-1972				
48-52 ANG. 1-PC. F. END AN-101	369.00			
REAR FENDERS R/L EA	AN-103	65.00		
REAR DECK LID	AN-104	45.00		
STOCK FLAT HOOD	BR-101	159.00		
R/T HOOD	BR-102	179.00		
TRUNK LID (PIN ON)	BR-103	89.00		
TRUNK LID (HINGE TYPE)	BR-104	109.00		
FRONT FENDERS EA	BR-105	139.00		
HEADLIGHT BKT'S R/L EA	BR-106	30.00		
UPPER GRILL PANEL	BR-107	75.00		
LOWER GRAVEL PAN	BR-108	85.00		
FRONT GRAVEL PAN	BR-109	95.00		
FRONT BUMPER NOT 71	BR-110	73.00		
FRONT BUMPER NOT 71	BR-111	73.00		
DOORS & INNER EA	BR-112	169.00		
FRONT BUMPER BKT. EA	BR-119	20.00		
HOOD W/5" SNORKEL	BR-125	219.95		
HOOD W/7" SNORKEL	BR-127	219.95		
KIT W/FLAT HOOD		569.00		
BR-101 BR-105R L BR-107 & BR-108				
67-68 STOCK HOOD	BR-107	159.00		
67-68 STOCK HOOD	BR-108	159.00		
67-68 COWL IND HOOD	CA-101	129.95		
67-68 STOCK HOOD	CA-102	139.95		
67-68 TRUNK LID (PIN ON)	CA-103	79.00		
67-68 TRUNK LID (HINGE)	CA-103H	99.00		
67-68 HOOD W/5" SNORKEL	CA-104	169.00		
67-68 FRONT FENDERS EA	CA-106	129.00		
67-68 UPR. GRILL PAN	CA-107	59.00		
67-68 LWR. GRILL PAN	CA-108	55.00		
67-68 HOOD L-88	CA-109	159.00		
67-68 FRONT BUMPER	CA-110	70.00		
67-68 FRONT BUMPER	CA-111	70.00		
67-68 DOORS&INNER EA	CA-112	139.00		
67-68 DOORS & INNER EA	CA-113	139.00		
69 LOWER GRAVEL PAN	CA-114	59.00		
67-68 TRUNK & SPOILER	CA-115	119.95		
67-68 TRUNK&R. HINGE	CA-117	129.95		
69 FRONT BUMPER	CA-116	70.00		
69 REAR BUMPER	CA-117	70.00		
69 UPPER GRILL PANEL	CA-119	59.00		
67-68 FLAT PANEL	CA-127	49.95		
67-68 REAR QTR. EA	CA-128	174.00		
67-68 NOSE ASSY	CA-131	125.95		
67-68 HOOD W/ COWL	CA-132	139.00		
67-68 HOOD W/ COWL	CA-133	139.00		
PANEL & 9" WINDSHIELD SNORKEL				
67-68 COWL IND HOOD	CA-141	183.00		
WITH COLL AIR BOX BUILT IN				
67-68 COLL AIR BOX KIT	CA-142	42.00		
67-68 FLT HD W/ COWL	CA-144	149.00		
PANEL (BUILT IN)				
67-68 STOCK HOOD	CA-155	139.95		
67-68 1-PC. FRONT END	CA-280	499.00		
70-71 L-88 HOOD	CA-101	179.00		
70-71 STOCK HOOD	CA-101	174.95		
70-71 FRONT HOOD	CA-102	129.95		
CHEVETTE continued				
70-73 UPR. PAN/OR RS	C-104	129.50		
70-73 LWR. GR. PAN/OR RS	C-105	129.50		
70-81 TRUNK LID (PIN ON)	C-106	79.00		
70-81 TRUNK LID (BOLT)	C-106H	99.00		
70-81 DOORS & INNER EA	C-110	139.00		
70-81 HOOD INDUCTION	C-128	179.00		
70-81 HOOD S/S SNKL	C-129	219.95		
70-78S CNTR NOS FRNT	C-130	89.95		
70-81 HOOD S/S SNORKEL	C-135	199.00		
70-81 HOOD S/S SNORKEL	C-137	199.00		
70-81 HOOD S/S SNORKEL	C-138	199.00		
70-81 HOOD S/S SNORKEL	C-139	199.00		
70-73 REAR BUMPER	C-171	73.00		
70-73 RS BUMPETS EA	C-178	35.00		
70-81RN FEN WELLS EA	C-179	49.95		
82-88 HOOD COWL IND 2 1/4"	C-401	210.00		
CHALLENGER 70-74				
STOCK FLAT HOOD	DC-107	159.00		
TRUNK LID (PIN ON)	DC-108	89.00		
TRUNK LID (HINGE)	DC-103H	109.00		
HOOD W/5" SNORKEL	DC-105	219.00		
HOOD W/7" SNORKEL	DC-107	219.00		
FACTORY STYLE 1/A	DC-708	375.00		
SNKL HOOD WITH COLL AIR BOX BUILT IN				
FRONT BUMPER	DC-710	70.00		
REAR BUMPER	DC-711	70.00		
DOORS&INNER STRUCT EA	DC-712	145.00		
FRONT FENDERS EA	DC-702	139.00		
FRT GRAV. PAN LIGHT	DC-718	85.00		
R GRAV. PAN NO HOLES	DC-719	85.00		
HOLT. BUCKETS EA	DC-706	30.00		
CHEVY 1950-1957				
55-1-PC. FRT. END & PAN	SS-101	499.00		
55-57 TRUNK LID	SS-102	139.00		
55-57 TRUNK LID (HINGE)	SS-102H	169.00		
55-57 B. MP W/UPRIGITS	SS-115	109.00		

MOJAVE MOVER

as well as a racer, and the project began as a restoration, but when the quarter-mile bug bit, the car became a bracket racer. Working on a budget meant that Cliff's work (and costs) would end up being spread out over a period of five years, and would depend on his knack for bargain hunting, swapping, and bartering. Such diverse pieces as the rollcage and manifold were picked up for bargain prices from the pages of the weekly auto classifieds, but there is probably more trading than cash invested in



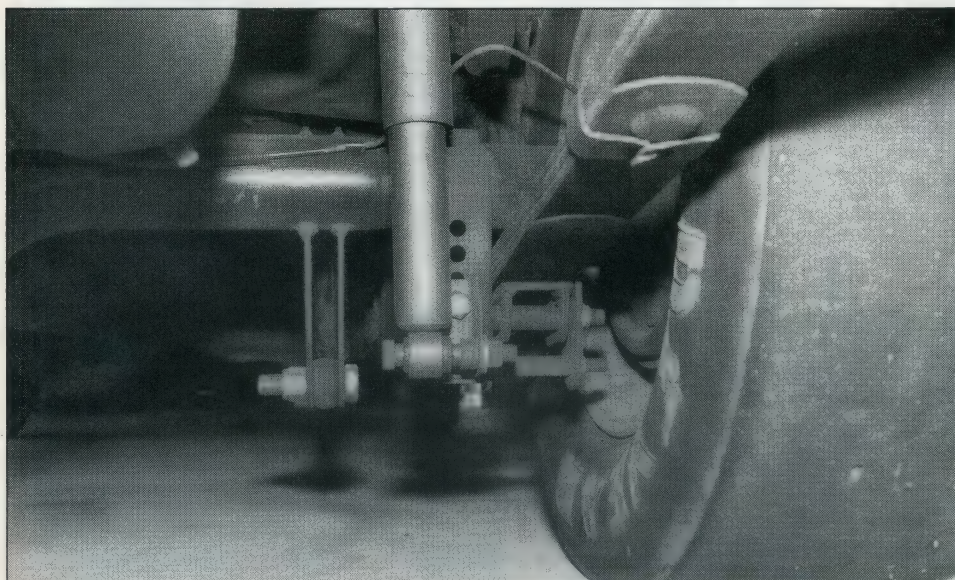
Darrell Young made modifications to the '69 Super Cobra Jet C-6 tranny, adding a 4500-rpm stall 8-inch Continental converter. That N.O.S. T-handle on the B&M shifter is for looks only, as Cliff no longer runs nitrous. Relocating the wiring and the fuse panel to the dash eliminates a lot of wear and tear on the human body, and saves valuable time in the pits on race day.

this car.

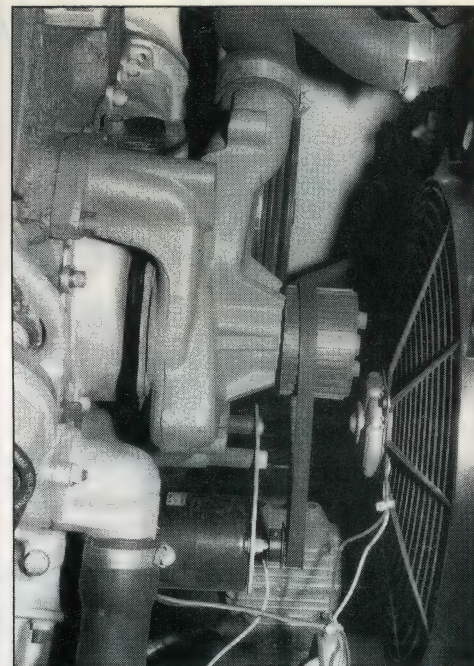
Cliff saves everything; if he can't use it, he'll sell it or swap it. He has



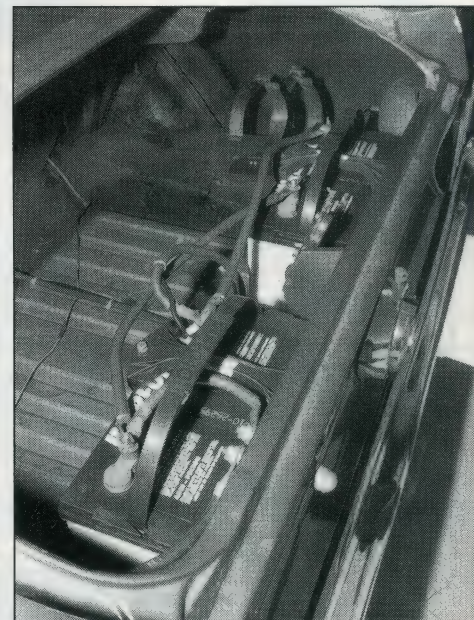
What's left of the interior is primarily stock. The 8-point rollcage is from Alston Performance. Cliff traded his old circle track seat for some parts, replacing it with the Morrison Racing fiberglass seats shown here.



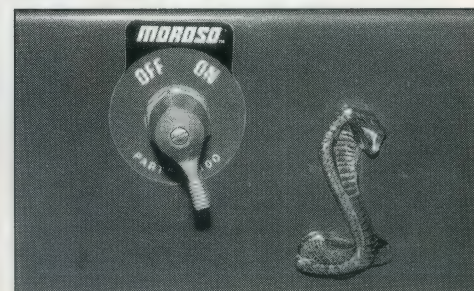
Steve Holzel of Palmdale, California, helped Cliff with the rear suspension. Cliff bought the Monroe shocks for next to nothing at Chief Auto Parts, hoping they'd be mushy, to keep the car loose in the back. They weren't. The Morrison 32-inch ladder bars worked fine without adjustment right out of the shop, and are lined up with the subframe connectors in order to reduce body flex.



This small belt used on the water pump is driven by a small electric motor to circulate the coolant. Paired with the electric fan, the stock pump cools the car enough in the staging lanes that trips to the cool-down area are unnecessary.



The Mach 1 doesn't use an alternator. A team of Diehard marine batteries situated in the trunk gets charged before he goes racing, and keeps the water pump motor, fan, and other electrical components, running all day. The nitrous harness is no longer used (except for an occasional Thermos of hot coffee).



The electrical power switch is located on the rear deck. When the dual batteries were dropped in, the switch had to be relocated and Mr. Cobra did a great job of disguising the hole.

RACERS WAREHOUSE

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Fast, Friendly Service For All Your Stock or Hi-Performance Parts.

TRW FLAT TOP PISTON

	Forged	Cast
327Chevy	151.68	78.88
350Chevy	169.28	72.48
454Chevy	299.76	129.12
383Chrys.	234.00	157.64
440Chrys	228.40	196.24
289-302Ford	162.04	77.84
351CFord	169.92	109.36
350Pontiac	183.92	130.96

TRW FORGED HI-COMPRESSION PISTONS

327 Chevy 11:1	252.32
350 Chevy 11:1	299.84
396 Chevy 11:1	318.80
427 Chevy 11:1	309.60
454 Chevy 11:1	332.08
Boss 302 Ford 11:1	290.58

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S.B.CHEVY	18.95	19.95
B.B.CHEVY	24.50	29.50
S.B.FORD	24.50	36.54
351-400FORD	24.50	37.90
390-428FORD	24.50	37.29
OLDSMOBILE	24.50	41.31
PONTIAC	24.50	41.25
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STAGE III- Add TRW Cast Pistons, Cam Bearings and Freeze Plugs to Stage II.

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ADD 10.00 FOR MOLY RINGS!

BUICK I	II	III	IV
231 75.50	96.32	181.21	299.50
350 89.95	120.94	234.92	340.53
455 93.55	132.81	302.78	---

CHEVY	173	76.87	157.04	279.95	---
229	69.50	99.50	175.14	---	---
283	69.50	99.50	203.90	263.17	---
302	69.50	99.50	---	---	---
305	69.50	99.50	199.70	303.40	---
307	69.50	99.50	230.20	269.24	---
327	69.50	99.50	209.48	265.60	---
350	69.50	99.50	188.10	296.56	---
396	79.50	115.50	291.34	326.24	---
400	79.50	110.79	275.10	316.50	---
427	83.50	129.50	323.41	362.46	---
454	83.50	129.50	295.09	458.43	---

CHRYSLER	318	83.50	119.50	229.98	318.41
340	113.95	155.01	312.11	340.68	---
440	102.61	151.99	365.04	391.27	---

FORD	140	69.50	93.98	147.41	---
289	79.50	115.50	204.29	280.84	---
300	73.51	148.20	228.08	289.95	---
302	89.50	125.50	213.65	292.92	---
351C	79.50	121.28	230.16	310.83	---
351M	79.50	121.28	213.56	322.58	---
351W	79.50	121.28	229.99	331.70	---
390	89.95	132.68	240.64	305.63	---
429	104.50	150.20	305.90	---	---
460	104.50	130.20	286.73	368.10	---

OLDSMOBILE	307	96.34	137.47	242.97	---
350	93.98	131.48	260.20	362.17	---
403	135.98	177.98	351.95	399.50	---
455	93.98	135.98	347.88	370.39	---

PONTIAC

	151	69.50	110.78	187.94	---
301	93.98	143.77	212.63	254.78	---
350	93.98	139.98	285.74	333.84	---
400	93.98	138.58	271.99	355.37	---
455	104.50	153.13	327.96	354.53	---

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AND RING SPECIAL
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- Each Needle & Seat Has Its Own Float.
- Floats Work Independently.
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*396/400/427.....\$350.00	*351M/400.....\$290.00	*455.....\$375.00
*454.....\$357.00	*429(pass car).....\$345.00	
PONTIAC	CHRYSLER	
*350/389/400/455 \$330.00	*460.....\$350.00	*318/340/360.....\$302.00
	*385/440.....\$429.00	

We have many more kits including a complete line of foreign kits. We can't list them all...but it's our nickel...so call. We've got the "shoe" to fit you.

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MOJAVE MOVER

become good at accumulating parts from other cars either to trade for parts he needs or to sell in order to buy needed pieces. "I buy everything when it's on sale. I started out with all the stock pieces as I built the car. As they broke, I'd buy better stuff for it. I'd bend a set of pushrods, and go out and buy a set of healthy pushrods for it. I'd break rockers and rocker shafts, and buy better rockers and rocker shafts. We got a re-ground cam from Owens in Los Angeles. You take in a core, and he can grind a cam for anything you want. I have progressed from part to part."

The metallic Indian Red paint job

from Modern Auto Body was in exchange for a Mustang II. A set of Cleveland heads was traded for the 428 Cobra Jet valve covers. The Allison electronic ignition was a Christmas present. It helps when your friends are also Ford fanatics. Cliff's are. "I had a complete Fairlane. Somebody gave me a GTA body, so I used its parts to build the other. I found another '64 Fairlane out in the desert. Its motor was blown up, but it had six good rods in it so I kept those. If I have something someone needs, I'll trade them for something I need. It really helps when you've got friends with the same motors, so you can trade parts back and forth all the time. It keeps the costs down a lot."

Cliff isn't done with the car yet. There's still the rearend to be nar-



Fuel pressure and rpm are monitored by the AutoMeter tachometer and fuel pressure gauges which are mounted on the outside of the windshield.



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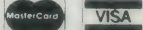
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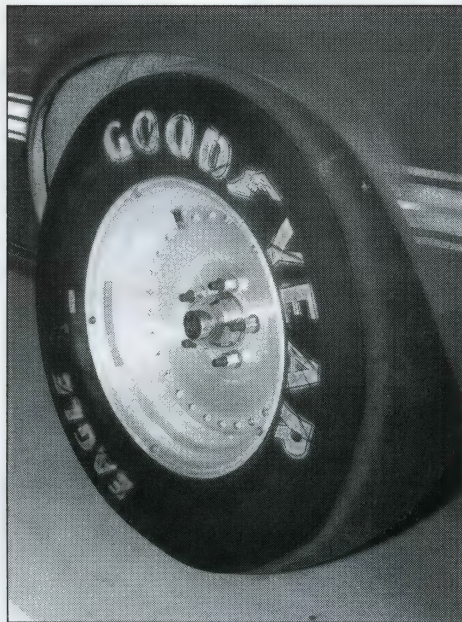
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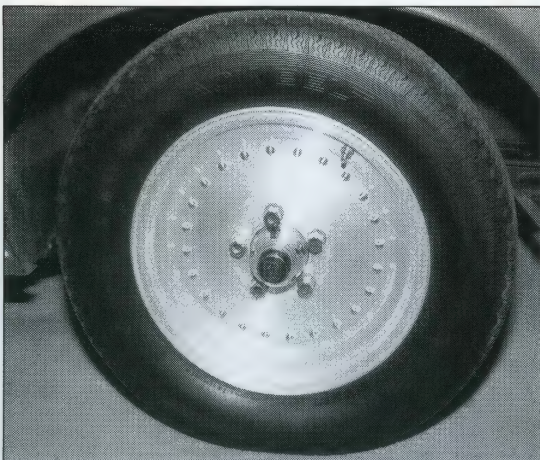
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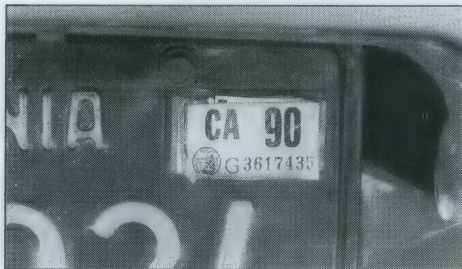
rowed and the wheelwells to be tubbed, but that will happen eventually. For now, Cliff is satisfied piloting the car into the mid-12's on a regular basis, all the while keeping his eyes open for parts and pieces that can be bartered or sold for other parts or services. Hey, look—behind that cactus? Is that a 351 Windsor block?! ☺



The wheelwells have not been tubbed yet, but were slightly cleared to accommodate the 28x10 Goodyear Eagle Racing slicks on 15x8 Center Line wheels.



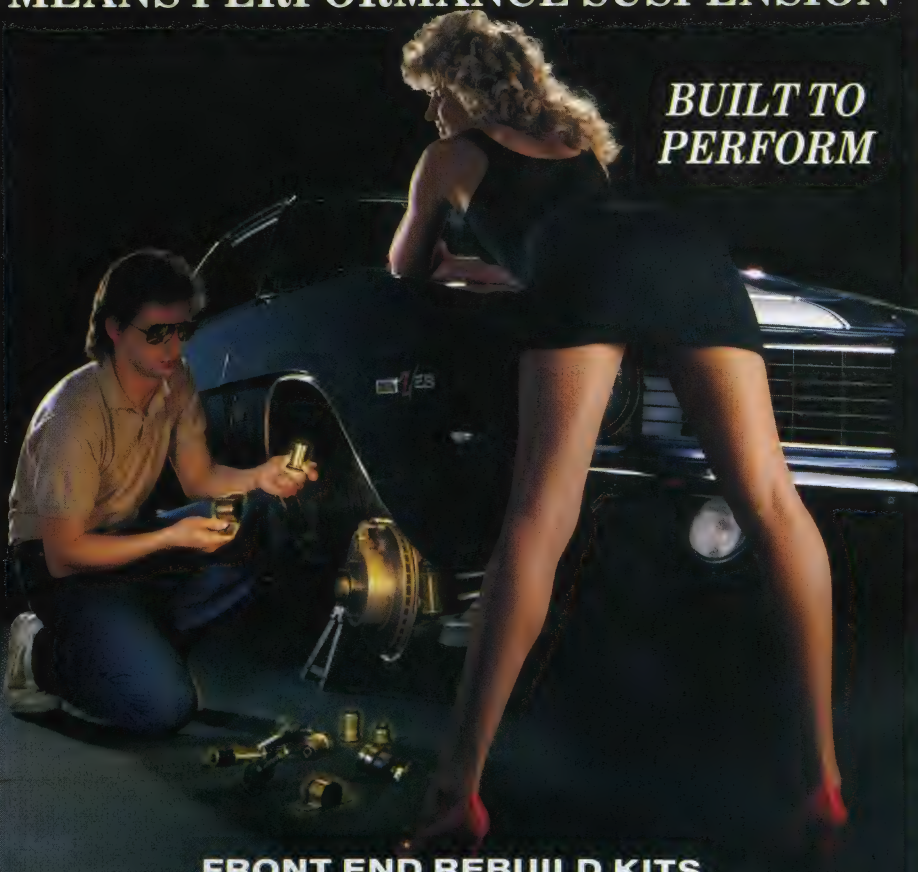
Cliff used the stock wheels off the Mach 1 for his Falcon, replacing them with a set of Center Lines. Front wheels measure 15x3.5. Those tires are 165/80R15 Rikens.



What do you mean it's not street legal?! The car's registered with the State of California through 1990. Now if we only could find those mufflers!

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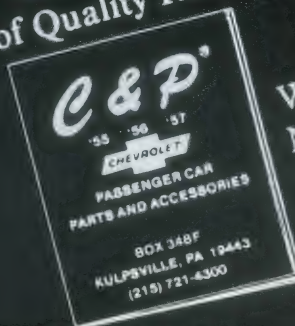
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The 1989 turbocharged Ford Probe GT. Exclusive tires: Goodyear Eagle VR "Gatorback" street radials.

EAGLES.



*All performance tires are not the same.
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As both Bob Glidden and the engineers at Ford know, there really is a difference in performance tires.



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It is a difference that ultimately shows itself in the "contact patches" of your tires, where your car meets, grips and responds to the road. Or, to the track.

Which explains why Goodyear racing Eagles are the exclusive tires chosen by Bob Glidden to maximize the incredible acceleration (0-190 mph in 7.25 seconds) of his record-setting Pro Stock Ford Probe GT.

And why Goodyear Eagle "Gatorback" V speed-rated street radials are the exclusive tires chosen by Ford to maximize the overall performance of the Probe GT.

In fact, more Championship-winning drivers choose Goodyear racing Eagles, and more performance car manufacturers choose Goodyear Eagle street radials, than any other make of tires.

Because Goodyear makes better high-performance tires. For the track. For the street. For virtually every performance car.

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GOODYEAR
BECAUSE THERE REALLY IS A DIFFERENCE.



The Best Mopar Since
The Hemi 'Cuda?

'90 Eagle Talon TSi AWD

By Jerry Pitt

As we enter a new decade, the world of high-performance automobiles has picked up a new abbreviation: AWD (All-Wheel-Drive). For those of you from the off-road knobby-tire audience, don't confuse AWD with 4WD. Despite the fact that all four wheels are driven like a 4WD off-road vehicle, AWD is a full-time application of power to all four wheels for handling and high performance. This type of drivetrain is what many automakers consider the best choice for all types of driving. With twice the contact patch of the driven wheels, AWD is the most effective drivetrain system possible.

If you've priced AWD performance cars such as the Audi Quattros and the Porsche 911-4 you're probably thinking that only a wheelbarrow full of greenbacks will get you behind the steering wheel of such a vehicle. But the Eagle Talon TSi AWD can be yours for approximately 16 grand. Its performance equals many of today's ponycars on dry pavement and will blow them away on the wet stuff.

The Talon is a product of a Chrysler and Mitsubishi joint partnership named Diamond Star Motors. This au-



PHOTOS BY CHARLIE RATHBUN

YOU CAN MAKE UP TO

One Million Dollars in 9 Months Guaranteed!

Dear Friend,

I made one million dollars in 9 months. You may do better!

My name is John Wright. Not too long ago I was flat broke. I was \$31,000 in debt. The bank repossessed my car because I couldn't keep up with the payments. And one day the landlord gave me an eviction notice because I hadn't paid the rent for three months. So we had to move out. My family and I stayed at my cousin's place for the rest of that month before I could manage to get another apartment. That was very embarrassing.

Things have changed now. I own four homes in Southern California. The one I'm living in now in Beverly Hills is worth more than one million dollars. I own several cars, among them a brand new Mercedes and a brand new Cadillac. Right now, I have a million dollar line of credit with the banks and have certificates of deposit at \$100,000 each in my bank in Beverly Hills.

Best of all, I have time to have fun. To be me. To do what I want. I work about 4 hours a day, the rest of the day, I do things that please me. Some days I go swimming and sailing — shopping. Other days, I play racquetball or tennis. Sometimes, frankly, I just lie out under the sun with a good book. I love to take long vacations. I just got back from a two week vacation from — Maui, Hawaii.

I'm not really trying to impress you with my wealth. All I'm trying to do here is to prove to you that if it wasn't because of that money secret I was lucky enough to find that day, I still would have been poor or may be even bankrupt. It was only through this amazing money secret that I could pull myself out of debt and become wealthy. Who knows what would have happened to my family and me.

Knowing about this secret changed my life completely. It brought me wealth, happiness, and most important of all — peace of mind. This secret will change your life, too! It will give you everything you need and will solve all your money problems. Of course you don't have to take my word for it. You can try it for yourself. To see that you try this secret, I'm willing to give you \$20.00 in cash. (I'm giving my address at the bottom of this page.) I figure, if I spend \$20.00, I get your attention. And you will prove it to yourself this amazing money secret will work for you, too!

Why, you may ask, am I willing to share this secret with you? To make money? Hardly. First, I already have all the money and possessions I'll ever need. Second, my secret does not involve any sort of competition whatsoever. Third, nothing is more satisfying to me than sharing my secret only with those who realize a golden opportunity and get on it quickly.

This secret is incredibly simple. Anyone can use it. You can get started with practically no money at all and the risk is almost zero. You don't need special training or even a high school education. It doesn't matter how young or old you are and it will work for you at home or even while you are on vacation.

Let me tell you more about this fascinating money making secret:

With this secret the money can roll in fast. In some cases you may be able to cash in literally overnight. If you can follow simple instructions you can get started in a single afternoon and it is possible to have spendable money in your hands the very next morning. In fact, this just might be the fastest *legal* way to make money that has ever been invented!

This is a very safe way to get extra cash. It is practically risk free. It is not a dangerous gamble. Everything you do has already been tested and you can get started for less money than most people spend for a night on the town.

One of the nicest things about this whole idea is that you can do it at home in your spare time. You don't need equipment or an office. It doesn't matter where you live either. You can use this secret to make money if you live in a big city or on a farm or anywhere in between. A husband and wife team from New York used my secret, worked at home in their spare time, and made \$45,000 in one year.

This secret is simple. It would be hard to make a mistake if you tried. You don't need a college degree or even a high school education. All you need is a little common sense and the ability to follow simple, easy, step-by-step instructions. I personally know a man from New England who used this secret and made \$2 million in just 3 years.

You can use this secret to make money no matter how old or how young you may be. There is no physical labor involved and everything is so easy it can be done

Here's what newspapers and magazines are saying about this incredible secret:

The Washington Times:

The Royal Road to Riches is paved with golden tips.

National Examiner:

John Wright has an excellent guide for achieving wealth in your spare time.

Income Opportunities:

The Royal Road to Riches is an invaluable guide for finding success in your own back yard.

News Tribune:

Wright's material is a MUST for anyone who contemplates making it as an independent entrepreneur.

Success!

John Wright believes in success, pure and simple.

Money Making Opportunities:

John Wright has a rare gift for helping people with no experience make lots of money. He's made many people wealthy.

California Political Week:

... The politics of high finance made easy.

The Tolucan:

You'll love ... *The Royal Road to Riches*. It's filled with valuable information ... only wish I'd known about it years ago!

Hollywood Citizen News:

He does more than give general ideas. He gives people a detailed A to Z plan to make big money.

The Desert Sun:

Wright's *Royal Road to Riches* lives up to its title in offering an uncomplicated path to financial success.

whether you're a teenager or 90 years old. I know one woman who is over 65 and is *making all the money she needs* with this secret.

When you use this secret to make money you never have to try to convince anybody of anything. This has nothing to do with door-to-door selling, telephone solicitation, real estate or anything else that involves personal contact.

Everything about this idea is perfectly legal and honest. You will be proud of what you are doing and you will be providing a very valuable service.

It will only take you two hours to learn how to use this secret. After that everything is almost automatic. After you get started you can probably do everything that is necessary in three hours per week.

PROOF

I know you are skeptical. That simply shows your good business sense. Well, here is proof from people who have put this amazing secret into use and have gotten all the money they ever desired. Their initials have been used in order to protect their privacy, but I have full information and the actual proof of their success in my files.

'More Money Than I Ever Dreamed'

"All I can say — your plan is *great*! In just 8 weeks, I took in over \$100,000. More money than I ever dreamed of making. At this rate, I honestly believe, I can make over a million dollars per year."

A. F., Providence, R.I.

'\$9,800 In 24 Hours!'

"I didn't believe it when you said the secret could produce money the *next morning*. Boy, was I wrong, and you were right! I purchased your *Royal Road to Riches*. On the basis of your advice, \$9,800 poured in, in less than 24 hours! John, your secret is incredible!"

J. K., Laguna Hills, CA

'Made \$15,000 In 2 Months At 22'

"I was able to earn over \$15,000 with your plan — in just the past two months. As a 22 year old girl, I never thought that I'd ever be able to make as much money, as fast as I've been able to do. I really do wish to thank you, with all of my heart."

Ms. E. L., Los Angeles, CA

'Made \$126,000 In 3 Months'

"For years, I passed up all the plans that promised to make me rich. Probably I am lucky I did — but I am even more lucky that I took the time to send for your

material. It changed my whole life. Thanks to you, I made \$126,000 in 3 months."

S. W., Plainfield, IN

'Made \$203,000 In 8 Months'

"I never believed those success stories ... never believed I would be one of them. ... using your techniques, in just 8 months, I made over \$203,000 ... made over \$20,000 more in the last 22 days! Not just well prepared, but simple, easy, fast ... John, thank you for your *Royal Road to Riches*!"

C. M., Los Angeles, CA

'\$500,000 In Six Months'

"I'm amazed at my success! By using your secret I made \$500,000 in six months. That's more than twenty times what I've made in any single year before! I've never made so much money in such short time with minimum effort. My whole life I was waiting for this amazing miracle! Thank you, John Wright."

R. S., Mclean, VA

As you can tell by now I have come across something pretty good. I believe I have discovered the sweetest little money-making secret you could ever imagine. Remember — I guarantee it.

Most of the time, it takes big money to make money. This is an exception. With this secret you can start in your spare time with almost nothing. But of course, you don't have to start small or stay small. You can go as fast and as far as you wish. The size of your profits is totally up to you. I can't guarantee how much you will make with this secret but I can tell you this — so far this amazing money producing secret makes the profits from most other ideas look like peanuts!

Now at last, I've completely explained this remarkable secret in a special money making plan. I call it "The Royal Road to Riches". Some call it a miracle. You'll probably call it "The Secret of Riches". You will learn everything you need to know step-by-step. So you too can put this amazing money making secret to work for you and make all the money you need.

To prove this secret will solve all your money problems, don't send me any money, *instead postdate* your check for a month and a half from today. I guarantee not to deposit it for 45 days. I won't cash your check for 45 days before I know for sure that you are completely satisfied with my material.

\$20.00 FREE!

There is no way you can lose. You either solve all your money problems with this secret (in just 30 days) or you get your money back *plus \$20.00 in cash FREE!*

Do you realize what this means? You can put my simple secret into use. Be able to solve all your money problems. And if for any reason whatsoever you are not 100% satisfied after using the secret for 30 days, you may return my material. And then I will not only return your original **UNCASHED CHECK**, but I will also send you an *extra \$20.00 cashiers check* just for giving the secret an honest try according to the simple instructions.

I GUARANTEE IT! With my unconditional guarantee, there is absolutely NO RISK ON YOUR PART.

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But the supply of my material is limited. So send in your order now while the supply lasts.

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SWORN STATEMENT:

"As Mr. John Wright's accountant, I certify that his assets exceed one million dollars."

Mark Davis

tomotive melting pot has provided the best of both Japanese and American technology. Along with the Talon TSi's unique styling comes excellent and very predictable performance. Regardless of the seasonal climate that affects your driving, you'll appreciate the traction characteristics of all-wheel drive that contribute to a safe, yet exhilarating

form of transportation.

The all-wheel-drive system employed in the Talon TSi is based on the combination of component groups. First is the three-section, four-joint driveshaft which includes two reinforced, flexibly mounted, intermediate joints, and a Revro Joint® that couples the second and third sections of the driveshaft. This CV (constant velocity) coupling allows movement in a longitudinal direction and reduces vibration associated with multiple differentials.

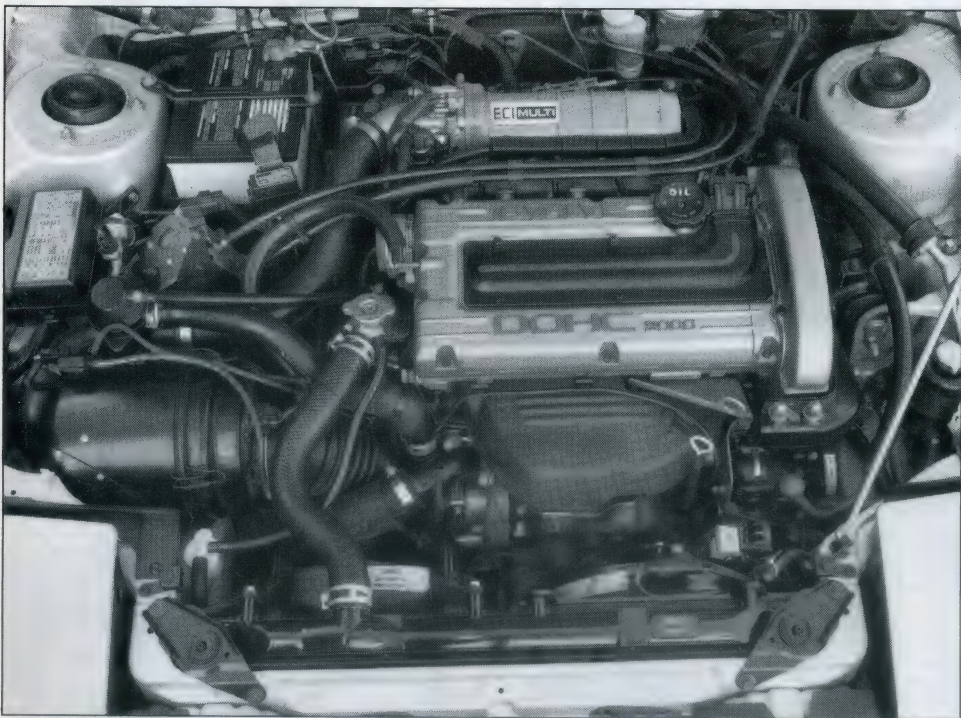
The heart of all-wheel drive is the center differential. In the Talon, the

driveshaft provides the connection from the center differential through a viscous coupling to the rear differential. When comparing the viscous coupling differentials found in the Talon to a mechanical limited-slip differential, the viscous coupling operates with minimum resistance to relatively small rotational speed differences between inner and outer wheels under normal cornering. When the road surface gets slippery, the viscous coupling differential equalizes the torque application to the drive wheels. What makes a viscous coupling superior to a limited-slip differential is the fact that the former is responsive to differences in driveshaft *speed* rather than differences in applied *torque*.

And while all of this technology is great, the proof of the pudding is that you can mash the throttle down in the Talon TSi AWD on wet pavement and the result is minimal tire spin. Our first exposure to the Talon was the seat-of-the-pants driving test that Chrysler invited us to in late May. We had the opportunity to drive the Talon TSi AWD over some damp and twisty terrain near Portland, Oregon. As mentioned, the Talon performed excellently with outstanding acceleration, braking, and cornering. Even more appealing, the 2+2 sedan was predictable on a wide variety of road surfaces, from curvy and wet two-lane mountain roads, to unimproved gravel trails covered with strategically located snow and ice. Four-wheel drifts were accomplished at 60-plus-mph on the gravel, yet it took a lot of steering wheel input to get the Talon to break



Even under the worst conditions, the Talon performed exceptionally well. Control during four-wheel drifts at 60 mph on a gravel road is predictable.

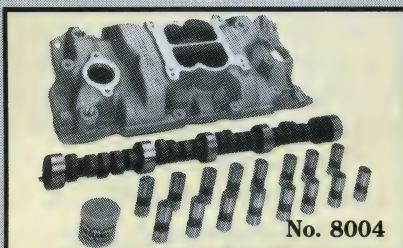


The turbocharged 122-cubic-inch transverse-mounted four-cylinder provides a hefty amount of power for its meager displacement. On tap are 195 horsepower at 6000 rpm and a stout 203 lbs-ft of torque at 3000 rpm. Combined with the AWD drivetrain, initial acceleration is on par with today's assortment of ponycars without tire slip.

TEST TALK

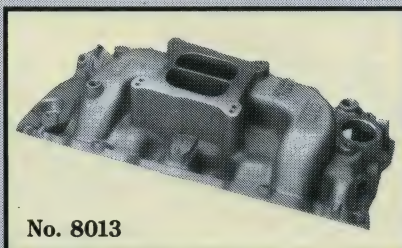
The Talon TSi AWD is the best Chrysler I've tested in 20 years! I was impressed by the Toyota Celica AWD, but the Talon blows it away with a \$7000 cheaper price tag and better quality and performance. Aside from a clunky shifter in our test vehicle, the car was a pleasure to drive both fast and slow. I only hope the dealer network is set to sell such a great performance car. Certainly Buick wasn't ready for the Grand National.

—Cam Benty



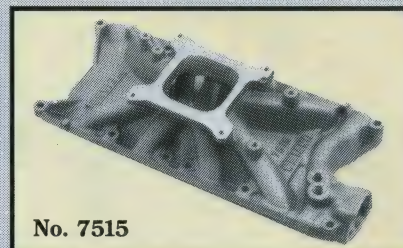
No. 8004

STILL #1! Action-Plus Sm-blk. Chevy
Best street performer as tested by *Hot Rod* magazine, and priced lower than all others! Matching camshafts available for many popular engines.



No. 8013

NEW! Action-Plus Big-blk. Chevy
This popular oval-port manifold now features a standard-flange carburetor pad. No adapter needed! Accepts Holley vacuum secondary and double pumper carbs.



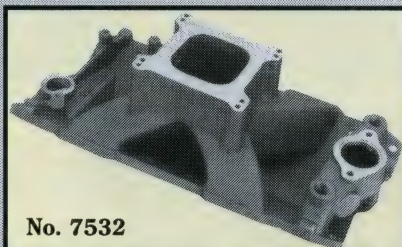
No. 7515

SHOOT-OUT WINNER! X-CEerator Sm. blk. Ford
Picked #1 by *Super Ford* magazine, this red hot number increases hp and torque in the 2000-6500 rpm range.



No. 8208

PUMPED UP! Aluminum Sm-blk. Chevy Water Pump
The market's best is now better! Exclusive casting "lip" keeps bearing assembly from "walking" forward. 30-50% lighter than cast iron with twice the load capacity.



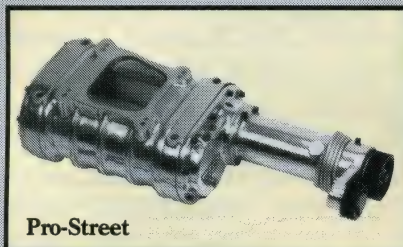
No. 7532

NEW! Team G Sm-blk. Chevy Track Ram
A record breaker the first time out! This new race manifold is best suited to circle track applications in the 2800-7500 rpm range. For 4V standard-flange carbs or 2V with adapter (Part No. 7467).



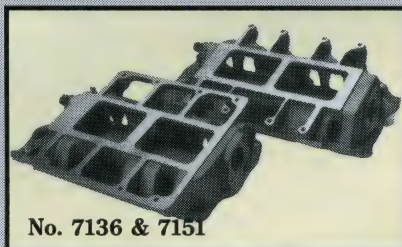
No. 1989

NEW! Hi-Ram Ford 302 Boss
A reintroduced maximum effort manifold base with single or dual carburetor top. Back by popular demand and good for tremendous hp gains in the 2500-10,000 rpm range.



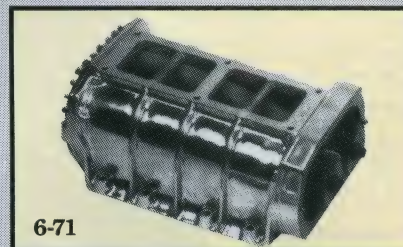
Pro-Street

GUARANTEED THE BEST! Pro-Street Sm-blk. Chevy Supercharger
Now available in 5 complete assemblies to accommodate performance, street rod and marine applications. Better engineered and manufactured to last. 1 year guarantee!



No. 7136 & 7151

NEW! 6-71 Blower Manifolds
Now both sm-blk. and big-blk. Chevy supercharger manifolds accept a standard original equipment style water outlet/thermostat housing.



6-71

NEW! 6-71 Drive Assemblies
The "better" beefy blower now available in 6 versions for a variety of applications; street 3", street/competition 2" or 3", competition 3", nostalgia 2" or 3".

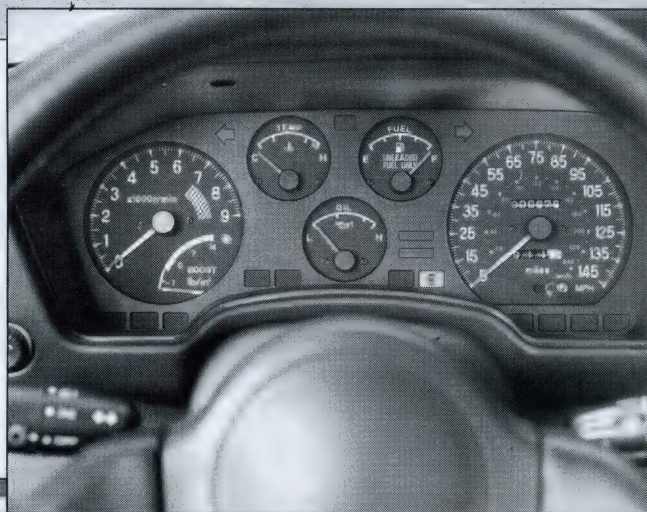
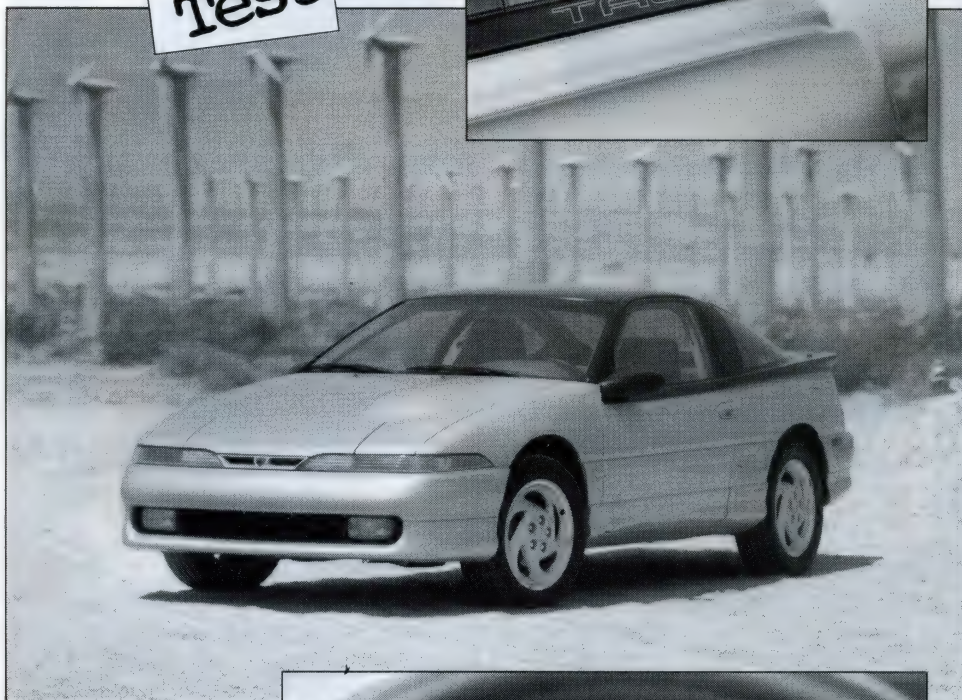


mild to wild!

Prices start at \$128.28. For the dealer nearest you call 1-800-PAR-3336. Send \$3 for new WEIAND catalog to: P.O. Box 65977, Dept. CC-9, Los Angeles, CA 90065 213-225-1346. Products shown here are not for use on pollution-controlled vehicles in California.

Are you ready?

ROAD Test



All important data is provided on the analog gauge package. In controlled, closed-course testing, the speedo was exercised right up into the 130-plus-mph range.



While a small car, the Talon's interior is roomy and every accessory control is within easy reach. The wrap-around cockpit places the driver as the Talon's most important feature.

loose. The only sound on hard initial acceleration was the thump of the passenger's head against the headrest. Tire spin could probably be attained by dumping the clutch at 5000 rpm, but why would you want to? This car leaves as hard as any V-8 (at 1.375 g's according to dragstrip testing) without the inherent traction problems associated with most rear-drivers. Run the tach up to 3000, launch the Talon, and all four claws grip the pavement.

The Talon has proved to be not only an excellent road car, but a fine race car as well. The talented Archer brothers, with less than two weeks to prepare their race Talon TSi AWD, finished fifth overall in a grueling four-hour Showroom Stock Escort Endurance race at Sears Point. At the 10th Annual Longest Day of Nelson, an SCCA-sanctioned 24-hour endurance race at Nelson Ledges, the Talon was even more impressive. A prototype-class Talon TSi AWD piloted by Don Knowles, Tommy and Bobby Archer, and Mitch Wright placed first overall and set an event record for completed laps. But that's not all. The second Talon, an ITE-class entry, finished third overall with drivers Mac DeMere, Paul Brand, R.K. Smith, and Neil Hanne-man taking the class victory.

Much of the praise must go to the people who assemble the Talon at the Diamond Star plant in Normal, Illinois. While there are many similarities between the Talon and its Diamond Star siblings, the Chrysler Laser and the Mitsubishi Eclipse, the drivetrain differences and many external changes required by the all-wheel-drive drivetrain abound. The rear differential required raising the floor of the tire well by 5.9 inches to accommodate the fuel tank. Other design changes include aggressive styling of the rear fascia, body-side splash aprons, and an all-black roof. Other drivers view the Talon with a second-take (that is if they can get one as it streaks by).

Yes, the Talon is a well-built, solid road machine that can be driven year 'round, no matter where you live. The Talon is quite simply the best Chrysler Corporation performance vehicle since the '70 Hemi 'Cuda.

30 ANNIVERSARY SALE

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SPECIAL 2200 RPM STALL \$79	11 INCH 2400 RPM to 2800 RPM STALL SPEED \$99	10 INCH 2600 RPM to 3600 RPM STALL SPEED \$169	SPECIAL 10 INCH 4000 RPM to 4500 RPM STALL SPEED \$199
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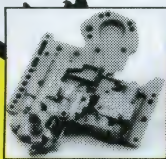
Minimum Reaction Time

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8 INCH 4500 RPM to 6000 RPM STALL SPEED \$449	SPECIAL 7 INCH 5500 RPM to 7000 RPM STALL SPEED \$529	SUPER CHARGED 8 INCH 5500 RPM to 7000 RPM STALL SPEED \$479	NITROUS OXIDE 8 INCH 5500 RPM to 7000 RPM STALL SPEED \$529

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Provides extreme, positive shifts, reduces clutch
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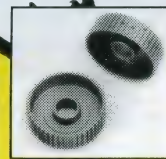
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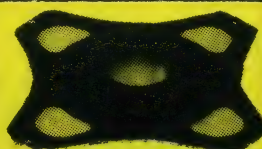
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G-22428	'62-'73 Aluminum Powerglide (Aluminum Hub)	\$39

THUNDERBOLT™ Transmission Coolers

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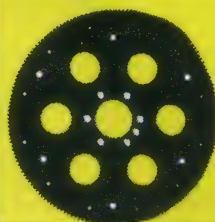


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273 THRU 440 ENGINES
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RED LINING
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\$29.00
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* POWER GLIDE	\$189.00
* SPEC. ALM. TURBO 400	\$299.00



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ROAD Test



**'90 EAGLE
TALON TSi AWD**

Base price	\$16,437
Price as tested.....	\$18,426
Major options on test vehicle	Popular Equip.
Package: A/C, power windows, power locks, cruise control, rear liftgate wiper/washer; alloy wheels	

• ENGINE

Type	Mitsubishi-built turbocharged and intercooled inline four-cylinder with multi-point fuel injection, four valves per cylinder, dual overhead camshaft
Bore and stroke (mm)	85×88
Displacement	1.997L (122ci)
Compression Ratio	7.8:1
SAE net horsepower	195 @ 6000rpm
SAE net torque (lbs-ft)	203 @ 3000rpm
Valvetrain	DOHC, four valves per cylinder
Exhaust	Single with cross-over w/one reverse-flow muffler. Main O.D. 54mm, wall thickness 1.5mm
Fuel Metering	Turbocharger with air-to-air

Recommended fuel (R + M/2).....	91 octane unleaded
Total dressed engine weight (kg).....	158.7
Oil capacity, less filter (qts.).....	3.5
Maximum recommended engine speed.....	7000 rpm

• CHASSIS

Front suspension	Independent, coil-over strut design w/fixed upper pivots, lower control arms, hydraulic shock absorbers
Spring rate at wheel (lb/in)	137.7
Anti-roll bar dia. (in.)	0.75
Rear suspension	Double wishbone, fully independent w/upper and lower lateral arms single trailing arm that includes toe link and crossmember, hydraulic shock absorbers
Spring rate at wheel (lb/in)	119 psi
Anti-roll bar dia. (in.)	1.00
Front brakes.....	8.6-inch cast-iron vented discs
Rear brakes.....	8.75-inch cast-iron solid discs
Assist.....	Integral power
Anti-skid system.....	None
Steering.....	Variable-assist power rack and pinion
Overall ratio	15.8:1
Wheel turns, stop to stop	2.7
Turning diameter (ft.)	35.5

And the only reason it's not better is because it's not as fast. But then, these days, for one Hemi 'Cuda you could have four Talons. You choose. ☹

• TRANSMISSION

Type	Mitsubishi-built 5MTX manual 5-speed full-time all-wheel-drive transaxle with center differential
Gear ratios—1st	3.083
2nd	1.684
3rd	1.115
4th (Overdrive)	0.833
5th (Overdrive)	0.666
Reverse	3.166
Limited slip	Viscous coupling differential
All-wheel-drive type	Mitsubishi-built full-time
Center differential type	Bevel with viscous bias
Torque split f/r (%)	50/50

• TIRES AND WHEELS

Wheel type and size	Alloy, 15×6
Offset: f&r (mm)	46
Number of studs	5
Bolt circle diameter (mm)	114.3
Tire type and brand	Goodyear Eagle GT+4
Size	P205/55VR16

• DIMENSIONS

Wheelbase (in.).....	97.2
Length (in.).....	170.5
Width (in.).....	66.7
Tread: f/r (in.).....	57.7/57.1
Height (in.).....	51.4
Minimum running ground clearance (mm).....	158
Location:.....	Catalytic converter
Fuel capacity (gal.).....	15.9
Curb weight (lbs.).....	3101
Drag coefficient (Cd).....	0.29

PERFORMANCE

• ACCELERATION (sec.)

Quarter Mile.....	15.18 @ 85.76 mph
0-30 mph.....	2.71
0-40 mph.....	4.09
0-50 mph.....	5.60
0-60 mph.....	7.35

• **BRAKING (ft.)**

60-0mph 128

• **FUEL ECONOMY (mpg)**

Performance driving.....	20
Highway driving.....	25



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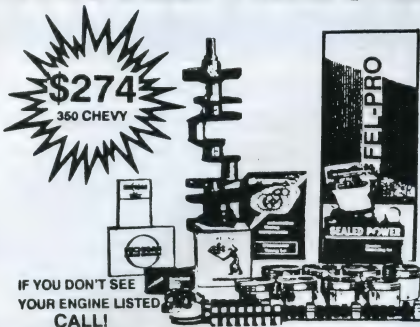
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BARE BLOCK SPECIAL!



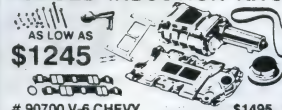
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# 90852 351C FORD.....	\$1495
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# 90601 2.2 CHRYSLER.....	\$1495
# 90645 20R & 22R TOYOTA.....	\$1395

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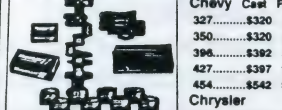
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EX (1.50, 1.60).....	\$5.95
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* BB FORD 1.8 RATIO (ALUM).....	\$179.95
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* HI-PERFORMANCE.....	\$135.75

BALANCED CRANKSHAFT ASSEMBLY



Chrysler Cast Forged	
327.....\$320	\$360
350.....\$320	\$365
396.....\$382	\$440
427.....\$397	\$445
454.....\$542	\$683
Chrysler	
360.....\$401	\$493
383.....\$410	\$505
440.....\$445	\$505
Ford	
289.....\$315	\$370
302.....\$315	\$399
351C.....\$350	\$404
351W.....\$323	\$370
D. CHOICE OF CAST OR FORGED PISTONS	
(TRW, SPEED-PRO, SILVOLITE)	
Oldsmobile	
460.....\$420	\$532
455.....\$459	\$495

DETROIT GASKET SET



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# 90500 SB CHEVY.....	\$14.95
# 90550 BB CHEVY.....	\$14.95
# 90675 SB FORD.....	\$14.95
# 90850 351W FORD.....	\$14.95
# 90852 351C FORD.....	\$14.95
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# 90732 V-6 BUICK (79 & LATER).....	\$14.95
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# 64121 SINGLE UPPER, DOUBLE LOWER.....	\$49.29
# 64122 DOUBLE UPPER, DOUBLE LOWER.....	\$56.91
# 64123 SINGLE UPPER, TRIPLE LOWER.....	\$62.91
# 64124 DOUBLE UPPER, TRIPLE LOWER.....	\$66.74
# 64109 SINGLE UPPER.....	\$21.44
# 64111 DOUBLE UPPER.....	\$26.10

COMPETITION MAGNUM ROLLER TIP ROCKER ARMS

# 1412-16 SB CHEVY (1.6).....	\$120.95
# 1416-16 SB CHEVY (1.6).....	\$139.95
# 1411-16 BB CHEVY (1.7).....	\$139.95
# 1431-16 SB FORD (1.6).....	\$139.95
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# 1462-16 PONTIAC (1.6).....	\$139.95

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# 90550 BB CHEVY.....	\$29.95
# 90675 SB FORD.....	\$29.95
# 90850 351W FORD.....	\$29.95
# 90852 351C FORD.....	\$29.95
# 90730 V-6 BUICK.....	\$29.95
# 90732 V-6 BUICK (79 & LATER).....	\$29.95
# 90601 2.2 CHRYSLER.....	\$29.95
# 90645 20R & 22R TOYOTA.....	\$29.95


RACE CAMS

MAKE	PART NO.	PRICE
SB CHEVY (283-350)	10018	\$ 84.95
BB CHEVY (396-454)	10307	\$ 94.95

CAM ONLY.....\$52.95 CAM & LIFTERS.....\$89.95 (OTHERS AVAILABLE)

PART NO.	LIFTER	ADV DUR	VAL LFT
WG-1103	HYD	270 280	420 443
WG-1158	HYD	266 266	414 414
WG-1137	HYD	280 280	443 443
WG-1139	HYD	284 284	458 458
WG-996	HYD	306 306	447 447
WG-973	HYD	284 284	453 453
WG-1011	HYD	292 292	480 480
WG-1064	HYD	300 310	488 510
WG-1051	HYD	310 320	510 533
WG-1052	MECH	316 336	459 485
WG-1053	MECH	314 314	485 485
BB CHEVY (396-454)			
WG-1104	HYD	270 280	476 501
WG-1160	HYD	280 280	501 501
WG-1130	HYD	280 290	501 527
WG-1012	HYD	292 292	544 544
WG-1055	HYD	300 310	553 578
WG-1056	HYD	300 310	544 570
WG-1065	MECH	310 320	570 595

MUSCLE CAR CAMSHAFTS (FACTORY DUPLICATES)

					
MUSCLE CAR CA					
(FACTORY DUPL					
ENG/HP	MAKE	TYPE	DUR.	LIFT	VAL
302/290	CRANE	MECH	254	254	
327/300	CAM DYN	HYD	195	202	
327/350	SPEED PRO	HYD	222	222	
327/365	CRANE	MECH	254	254	
350/350	BLUE RACER	MECH	292	288	
396/375	CRANE	HYD	214	218	
396/425	CRANE	MECH	242	242	
427/400	CRANE	HYD	214	218	
427/435	CRANE	MECH	264	260	
454/390	CRANE	HYD	214	218	
454/465	CRANE	MECH	242	242	

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* FEL-PRO GASKET SET	
(MOST MAKES AVAILABLE)	
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231 \$122	CHEV CONT 396 \$204
455 \$217	402 \$224
CHEVROLET 427 \$220	FORD 440 \$244
283 \$134	454 \$201
327 \$141	CHRYSLER 302 \$130
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400 \$172	360 \$162
	351W \$142

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Plus you can forget the hassle of costly, time-consuming machine work because most applications can use stock diameter valve springs. For small block Chevy cams with up to .550 lift, our new Conical Valve Spring Kit (#982-Kit) provides the correct spring/retainer/lock combination to upgrade your spring pressure *without any machining!*

The 270H Magnum Cam even works with a stock torque converter and produces enough vacuum to operate accessories.

And for step-by-step instructions on how to extract that last ounce of power from your cam, pick up our new 35-minute info packed video, *"The Proper Procedure to Install and Degree a Camshaft"*.

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Application	270 Cam/ Lifter Kit	Magnum Roller Rocker
BB Chevy	CL-11-207-3	1411-16
SB Chevy	CL-12-211-2	1412-16
221-302 Ford	CL-31-414-3	1431-16
351C-400 Ford	CL-32-224-4	1432-16
351W Ford	CL-35-414-4	1431-16

Components Available for other applications.

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Chevy Regular Production Options

By Tim Bernsau

Over the course of the year, we've been talking quite a bit about the process of car restoration, and about the value of finding such information as build sheets, casting dates, certificates of title, and manufacturer's specifications. Two other pieces of information which are invaluable to anyone attempting a correct restoration are the original window sticker and the option order sheet, on which the original owner checked off all the high-performance goodies he wanted on his brand-new musclecar. Having this information saves the restorer a lot of guesswork when he has to decide whether the 4.56:1 rearend in his '70 Chevelle is original, or if it was bolted in by one of the 27 previous owners.

Chevrolet referred to each of their Regular Production Options by a three-character RPO code of letters and numerals. There are literally thousands of RPO numbers. Many are well-known (especially engine codes), such as RPO L88 (Heavy Duty 427 engine) and RPO LS6 (Special High-Performance 4V 454 engine).

Other numbers, such as RPO D92 (Door Handle Decor Tape) or BY2 (Police Car Equipment), are familiar only to guys like Tech Editor Jim Losee who memorize parts books, or those who have a special interest in particular pieces.

Your friendly neighborhood Bow Tie parts dealer relies on Chevrolet parts catalogs, which provide a wealth of information, and include a comprehensive list of RPO numbers, including everything from A01 (Body glass—tinted) to ZR2 (Off-Road Package/LS6).

Production figures and option order figures have been determined, both as totals and as percentages, and can be found in such literature as *Tailfins & Bowties* by Len Williamson. Generally, these figures are calculated based on a specific model, and not on overall Chevrolet production, which is why we have not included such numbers with the fol-

lowing list. Remember also that not all options were available on all models. For example, in 1970, the L34, L65, or L78 engine options were available for Camaros and Novas, while Chevelles could be ordered with the L48, L65, L78, LF6, LS3, or LS6 engine, and Corvette options were the L46, LS5, and LT1.

The following list of Chevrolet RPO numbers from 1966 to 1975 is a fraction of all the options available during those 10 years. We've selected those with the most appeal to the high-performance enthusiast. Drop us a note if you can't find the particular numbers that you need. ☐

These wheels were purchased as part of an SS396 El Camino resto project, but plenty of customers checked the box to order RPO N66 (Super Sport wheel, hub cap & trim ring) back in 1969.



This small emblem tells a big story: The Chevelle bearing this badge carries RPO LS6 (V-8 engine, 454cid, four-barrel, Special High Performance). You know how we feel about the LS6.



RESTO BY THE NUMBERS

'66-75 CHEVROLET RPO CODES

B01: Heavy Duty Body
B02: Taxi Cab (Includes 3.07:1 Rear Axle)
B07: Police Car
BY2: Police Car Equipment
D33: Outside Rearview Mirror Left Hand Remote Control
D35: Outside Rearview Mirror Left Hand Custom Remote Control
D55: Front Compartment Floor Console
D68: Dual Sport Mirrors
D69: Remote Control Outside Rearview Mirror
D80: Auxiliary Panel and Valance
D88: SS Hood & Deck Lid Strip
D91: Front End Paint Stripe
D92: Door Handle Decor Tape
D96: Wind Paint Stripe—Side
DX1: Front End and Hood Stripe
DX3: Striping Paint
F40: Heavy Duty Front and Rear Suspension
F41: Special Performance Front and Rear Suspension
F60: Heavy Front Spring
F62: Front Springs
FE8: Radial Tuned Suspension

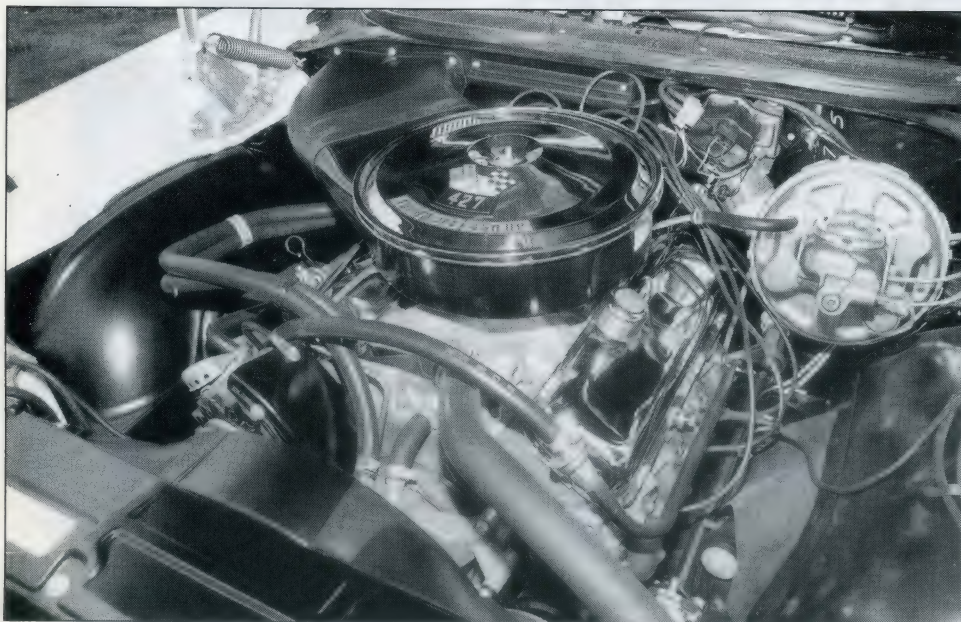
FR1: Front Spring Left Hand
FR2: Front Spring Right Hand
G31: Special Rear Spring
G32: Rear Springs
G33: Rear Spring Left Hand
G34: Rear Spring Right Hand
G66: Air Booster Rear Shock Absorber
G67: Rear Shock Absorber Level Control
G75: Rear Axle, 3.70:1 Ratio
G76: Rear Axle, 3.36:1 Ratio
G80: Rear Axle, Positraction
G81: Differential Carrier, Positraction
G82: Rear Axle, 4.56:1 Ratio
G91: Differential Carrier, 3.08:1 Ratio
G92: Rear Axle, 3.08:1 Ratio
G93: Differential Carrier, 3.27:1 Ratio
G94: Rear Axle, 3.31:1 Ratio
G95: Differential Carrier, 3.55:1 Ratio
G96: Rear Axle, 3.55:1 Ratio
G97: Rear Axle, 2.37:1 Ratio
GH2: Rear Axle, 2.29:1 Ratio
GM8: Rear Axle, 2.56:1 Ratio
GR3: Rear Axle and Multi-Leaf Suspension Conversion For Export CKD Canada
GS1: Rear Axle, 2.73:1 Ratio
GS2: Rear Axle, 3.08:1 Ratio
GS3: Rear Axle, 3.73:1 Ratio
GS4: Differential Carrier, 3.70:1 Ratio Positraction
GS5: Differential Carrier, 4.11:1 Ratio
GS6: Differential Carrier, 4.56:1 Ratio Positraction
GS8: Rear Axle, 3.42:1 Ratio
GS9: Rear Axle, 3.73:1 Ratio
GT1: Rear Axle, 2.56:1 Ratio
GT2: Rear Axle, 2.29:1 Ratio
GT4: Rear Axle, 2.73:1 Ratio
GT5: Rear Axle, 4.10:1 Ratio
GT6: Rear Axle, 3.42:1 Ratio
GU2: Rear Axle, 2.73:1 Ratio
GU4: Rear Axle, 3.08:1 Ratio
GU6: Rear Axle, 3.42:1 Ratio
GV1: Differential Carrier, 2.73:1 Ratio Positraction
GV2: Differential Carrier, 3.08:1 Ratio

NUMBERS

GV3: Differential Carrier, 3.08:1 Ratio
 GV4: Differential Carrier, 3.36:1 Ratio
 GV5: Differential Carrier, 3.55:1 Ratio
 GV7: Differential Carrier, 3.55:1 Ratio
 GV8: Differential Carrier, 4.11:1 Ratio
 GV9: Rear Axle, 2.53:1 Ratio
 GW2: Rear Axle, 2.56:1 Ratio
 GW3: Rear Axle, 2.56:1 Ratio
 GW4: Rear Axle, 2.56:1 Ratio
 GW5: Rear Axle, 2.73:1 Ratio
 GW7: Rear Axle, 2.73:1 Ratio
 GW8: Rear Axle, 4.10:1 Ratio
 GW9: Rear Axle, 2.93:1 Ratio
 GX1: Rear Axle, 3.07:1 Ratio
 GX2: Rear Axle, 3.07:1 Ratio
 GX5: Rear Axle, 3.08:1 Ratio
 GX9: Rear Axle, 2.92:1 Ratio
 GY2: Rear Axle, 3.31:1 Ratio
 GY4: Rear Axle, 3.73:1 Ratio
 GZ1: Rear Axle, 3.08:1 Ratio
 GZ3: Rear Axle, 3.08:1 Ratio
 GZ5: Rear Axle, 3.42:1 Ratio
 GZ6: Rear Axle, 3.42:1 Ratio
 H01: Rear Axle, 3.07:1 Ratio
 H05: Rear Axle, 3.73:1 Ratio
 J50: Vacuum Power Brake
 J52: Disc Brakes—Front
 J55: Heavy Duty Brakes
 J56: Heavy Duty Brake
 J61: Shoe and Drum Type Brake (Disc Brakes Deleted)
 J65: Metallic Brake Facing
 JL2: Disc Brake—Front
 JL8: Disc Brakes—Front and Rear
 L11: L4 Engine, 170cid, OHC Aluminum, 2-bbl.
 L13: L4 Engine, 140cid, OHC Aluminum, 1-bbl.
 L14: V-8 Engine, 307cid, Standard
 L22: L-6 Engine, 250cid
 L26: L-6 Engine, 230cid
 L30: V-8 Engine, 327cid
 L34: V-8 Engine, 396 cid, High Performance
 L35: V-8 Engine, 396cid
 L36: V-8 Engine, 427cid, High Performance
 L46: V-8 Engine, 350cid
 L48: V-8 Engine, 350cid
 L62: P-6 Engine, High Performance
 L63: P-6 Engine, Special High Performance
 L65: V-8 Engine, 350cid, 2-bbl.
 L66: V-8 Engine, 396cid, 2-bbl.
 L68: V-8 Engine, 427cid, High Performance, Tri-carb.
 L71: V-8 Engine, 427cid, Special High Performance, Tri-carb.
 L72: V-8 Engine, 427cid, Special High Performance
 L73: V-8 Engine, 396cid, Special High Performance

L77: Four-Barrel Carburetor
 L78: V-8 Engine, 396cid, Special High Performance
 L79: V-8 Engine, 327cid, LD, Special High Performance
 L82: V-8 Engine, 350cid
 L85: L-6 Engine, 250cid, 4-bbl.
 L87: P-6 Turbocharged Engine
 L88: V-8 Engine, 427cid, Heavy Duty
 L89: Aluminum Cylinder Heads
 L90: Low Compression Engine, 6 cylinder (Exports)
 L92: Low compression Engine, V-8 (Exports)
 LF6: V-8 Engine, 400cid, 2-bbl. LD
 LF7: V-8 Engine, 327cid, 2-bbl., Regular Fuel
 LM1: V-8 Engine, 350cid, 4-bbl., Regular Fuel
 LO8: Engine Emission Identification Chart
 LS1: V-8 Engine, 427cid, 4-bbl., Regular Fuel
 LS3: V-8 Engine, 400cid, 4-bbl.
 LS4: V-8 Engine, 454cid, 4-bbl.
 LS5: V-8 Engine, 454cid, 4-bbl., High Performance
 LS6: V-8 Engine, 454cid, 4-bbl., Special High Performance
 LS7: V-8 Engine, 454cid, 4-bbl., Heavy Duty
 LT1: V-8 Engine, 350cid, Special High Performance
 LT4: V-8 Engine, 400cid, 4-bbl.
 LV1: V-8 Engine, 4.8 Liter
 LY3: Cosworth Vega 16-Valve Engine
 M01: Heavy Duty Clutch
 M10: Transmission Overdrive
 M11: Floor Shift Transmission Control
 M13: Heavy Duty 3-Speed Transmission
 M15: 3-Speed Transmission
 M20: 4-Speed Transmission
 M21: 4-Speed Transmission, Close Ratio
 M22: Heavy Duty 4-Speed Transmission
 M35: Powerglide Transmission
 M38: 3-Speed Automatic Transmission
 M40: 3-Speed Automatic Transmission
 M55: Transmission Oil Cooler
 M75: 5-Speed Transmission
 MB1: 2-Speed Transmission, Manual Shift
 MC1: Heavy Duty 3-Speed Transmission
 MC3: 3-Speed Transmission
 N03: Gas Tank—36½ Gallon and Wheelhouse Filler Panel
 N10: Dual Exhaust
 N11: Off Road Exhaust System
 N14: Side Mounted Dual Exhaust
 N40: Power Steering
 N61: Dual Exhaust—Deep Tone Muffler
 N66: Super Sport Wheel, Hub Cap & Trim Ring
 N77: Forged Aluminum Wheels
 N89: Aluminum Wheels—15×66
 N95: Simulated Wire Wheel Trim Cover
 N96: Simulated Magnesium Wheel Trim Cover
 N98: Rally II Wheels
 NA9: Evaporative Emission Control California
 NB2: Exhaust Emission Control
 NC8: Chambered Pipe Exhaust System
 NF2: Dual Exhaust—Deep Tone Muffler
 P01: Wheel Trim Cover

P02: Simulated Wire Wheel Trim Cover
 P06: Wheel Trim Ring
 P49: Chrome Wheel
 PA2: Simulated Magnesium Wheel Trim Cover
 PA3: Special Wheel Trim Cover
 PE2: 15×7 Wheel "Custom"
 T60: Heavy-Duty Battery
 U14: Instrument Panel Gauges
 U16: Tachometer
 U17: Front Compartment Console Instrument Cluster
 V01: Heavy-Duty Radiator
 YC1: Differential Carrier, 3.08:1 Ratio Positraction
 YC2: Differential Carrier, 3.36:1 Ratio Positraction
 YC3: Differential Carrier, 3.55:1 Ratio Positraction
 YC4: Differential Carrier, 4.11:1 Ratio Positraction
 YC6: SS 454 Conversion
 YE1: Rear Axle, Special Ratio 3.70:1
 YE2: Rear Axle, Special Ratio 4.11:1
 YE3: Rear Axle, Special Ratio 4.56:1
 YF1: Nova Rally Package
 YF3: "Heavy Chevy" Exterior
 YJ8: Cast Aluminum Wheel and Hub
 Z01: Comfort and Convenience Equipment (Inside Mirror, Standard Outside Mirror, 2-Speed Wiper/Washer, Back-Up Lights, Glovebox Lamp, Luggage Lamp, Bottle Windshield Washer Fluid)
 Z03: Super Sport
 Z04: Heavy Duty Chassis
 Z06: SS 396
 Z08: Exterior Sports Decor
 Z09: Cosworth Vega
 Z11: Luxury Nova "LN"
 Z12: Speedometer Driven Gear and Fitting
 Z13: Comfort and Convenience Equipment
 Z14: Air Conditioning (All Weather) Body Conversion
 Z15: SS 454
 Z17: Special Suspension and Steering
 Z21: Exterior Moulding
 Z22: Rally Sport Package
 Z23: Interior Decor package
 Z24: SS 427
 Z25: SS 396
 Z26: Super Sport
 Z27: Super Sport
 Z28: Special Engine
 Z29: Vinyl Stripe
 Z50: Interior Trim
 Z52: Full Foam Seat
 Z53: Ammeter, Oil Pressure, Temperature Gauge
 Z54: Interior Decor/Quiet Sound Group
 Z55: Special Vehicle Identification Number Plate
 Z67: Speedometer Driven Gear Adapters and Keys
 Z76: Monte Carlo "S" Option
 Z85: Rally Sport Equipment
 Z86: Gymkhana Sport Equipment 77
 Z87: Deluxe Interior
 ZJ1: Custom Interior
 ZJ2: Custom Exterior
 ZJ3: Interior Convenience Package
 ZJ4: Trailer Axle Cooling Package
 ZJ5: Exterior Decor
 ZJ6: Special Sport Sedan
 ZJ7: Special Wheel, Hub Cap, and Trim Ring
 ZJ9: Auxiliary Lighting Group
 ZK1: Body Insulation Package
 ZK3: Deluxe Seat Belts and Front Seat Shoulder Harness
 ZL2: Special Ducted Hood Air Systems
 ZL3: SS conversion
 ZO4: Vega "LX"
 ZO6: Luxury Interior Trim
 ZO8: Exterior Sport Package
 ZP5: Appearance Guard Group
 ZP8: Special Trim
 ZQ2: Operating Convenience Group
 ZQ8: Rear Axle Economy Ratio
 ZQ9: Rear Axle Performance Ratio
 ZR1: Off-Road Package (LT1)
 ZR2: Off-Road Package (LS6)



In 1969, Don Yenke ordered a large group of RPO L72s (V-8 engine, 427cid, Special High Performance) for his Canonsburg, Pennsylvania, dealership. Ninety-nine ended up in Yenke Chevelles.

SOURCE:

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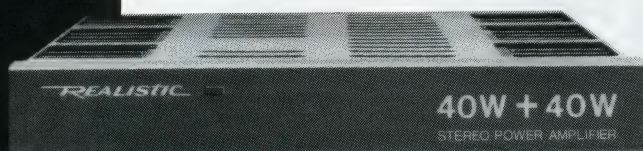
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Chrys. 440.....	2192	\$162.95
SB Ford.....	2122	\$131.95
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Ford 351M-400.....	2172	\$141.95
Ford 352 thru 390.....	2106	\$134.95
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Pontiac V8.....	2157	\$136.95

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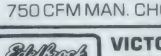
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SB Chevy (Tiki).....	5001	\$ 79.95
BB Chevy (0 Pt).....	5061	\$139.95
BB Chevy (0 Pt).....	2745	\$149.95
Chrys. 360.....	5076	\$142.95
Chrys. 383-400.....	5086	\$138.95
Chrys. 440.....	5091	\$138.95
SB Ford (Tiki).....	5021	\$134.95
Ford 429-460.....	2795	\$159.95
Olds 400-455.....	2730	\$169.95
Pontiac V8.....	2720	\$139.95



*PRICES START AT \$159.95

- #1405 600CFM MAN. CHOKE
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2975 S.B. Chev.....	\$144.95
2976 Vic. 4 x 4.....	\$144.95
2978 Vic. E.....	\$154.95
2910 Vic. 2 R Jr.....	\$154.95



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RPM Range 550 to 6000	
SB Chevy.....	8004 \$ 84.95
BB Chevy 0 Pt.....	8005 \$121.95
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351M-400 2V.....	8010 \$121.95
SB Chrys.....	8007 \$126.95
383-400 Chrys.....	8008 \$126.95
413-426-440 Chrys.....	8009 \$126.95

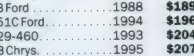
These Manifolds are Non-EGR. We have EGR Manifolds—please Phone for Price.

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SB Chevy.....	7546 \$ 74.95
BB Chevy 0 Pt.....	7513 \$129.95
BB Chevy 0 Pt.....	7544 \$129.95
SB Ford.....	7515 \$124.95
351C Ford 2V.....	7516 \$144.95
351C Ford 4V.....	7517 \$144.95
SB Chrys.....	7545 \$134.95
BB Chrys.....	7511/7512 \$129.95

TUNNEL RAMS

As Low As	
\$179.95 SB Chevy #1984	
SB Chevy.....	1984 \$179.95
BB Chevy.....	1981 \$184.95
SB Ford.....	1988 \$189.95
351C Ford.....	1994 \$196.95
429-460.....	1993 \$204.95
SB Chrys. 383.....	1995 \$207.95
BB Chrys. 440.....	1987 \$199.95



TEAM G

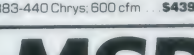
STREET RAM	
SB Chevy.....	7525 \$124.95
BB Chevy 0 Pt.....	7535 \$134.95
POWER RAM	
SB Chevy.....	7530 \$134.95
BB Chevy.....	7540 \$159.95



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with HOLLEY carbs. and Linkage!

S.B. Chevy, 450 cfm.....	\$409.95
S.B. Chevy, 600 cfm.....	\$424.95
B.B. Chevy, 600 cfm.....	\$429.95
S.B. Ford, 450 cfm.....	\$414.95
429-460 Ford, 600 cfm.....	\$444.95
383-440 Chrys, 600 cfm.....	\$439.95



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6200-6A Box.....	\$115.95
CIRCLE TRACK 6400-ET Box.....	\$144.95
with REV LIMITER 7220-7AL.....	\$259.95
HEI CONVERSION 8400.....	\$184.95
BLASTER COIL 8203.....	\$ 24.95
PRO POWER 8201.....	\$ 69.95
MAG PICK UP DIST. 8461.....	\$119.95



ECONOPOWER CAMSHAFTS

Increased Low-end and Mid-range Torque Plus Upper RPM Power

\$69.95

PART	DURATION	LIFT
------	----------	------

AMC 66 UP 290-304-360-390-401

#	INT	EX	INT	EX
---	-----	----	-----	----

Chevrolet V8 265-283-302-307

113971	248	260	400	427
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327-350-400 Small Block

113971	248	260	400	427
--------	-----	-----	-----	-----

Chevrolet 396-402-427-454 Big Block

113971	248	260	400	427
--------	-----	-----	-----	-----

Ford 260-289-302

113971	248	260	400	427
--------	-----	-----	-----	-----

Ford 352-390-406-427-428 (66 UP)

343971	248	260	400	427
--------	-----	-----	-----	-----

Ford 429-460

353901	260	272	487	518
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Oldsmobile V8 64-84

803901	260	272	456	484
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Chrys. 273-340-360-318 (67 UP)

693971	284	260	400	427
--------	-----	-----	-----	-----

Chrys. 350-361-383-400-413

643971	248	260	400	427
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426 (Wedge) 440

643971	248	260	400	427
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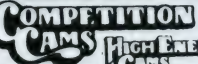
Pontiac 326-350-389-400-455

283971	248	260	400	427
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283901 260 272 427 454

283941 272 284 454 480

283801 278 290 467 494



COMPETITION CAMS

Increased Low-End & Mid-Range Power!

MAKE & PART #	DUR.	IN	EX	LIFT	IN	EX	PRICE
---------------	------	----	----	------	----	----	-------

AMC V8: 290, 304, 343, 360, 390, 401

10-200-4	252	252	206	206	433	433	\$94.50
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CHEVY V8: 265, 283, 302, 307, 327, 350, 400

11-205-3	252	252	206	206	465	465	\$84.95
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CHEVY V8: 352, 402, 427, 454

11-205-3	252	252	206	206	465	465	\$84.95
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CHRYSLER V8: 273, 318, 340, 360

20-208-2	252	252	206	206	425	425	\$74.95
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CHRYSLER V8: 350, 361, 383, 400, 440

21-212-4	252	252	206	206	425	425	\$94.50
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FORD V8: 221, 260, 289, 302

31-215-2	252	252	206	206	433	433	\$74.95
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FORD V8: 351C, 351M, 400

32-218-3	252	252	206	206	465	465	\$84.95
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FORD V8: 352, 390, 406, 427, 428 (63-UP)

33-221-3	252	252	206	206	468	468	\$84.95
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FORD V8: 429, 460

34-224-4	252	252	206	206	465	465	\$94.50
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COMPETITION CAMS MAGNUM CAMSHAFTS

MAKE & PART #	DUR.	IN	EX	LIFT	IN	EX	PRICE
---------------	------	----	----	------	----	----	-------

AMC V8: 290, 304, 343, 360, 390, 401

10-200-4	268	268	456	456	HYD	HYD	\$94.50
----------	-----	-----	-----	-----	-----	-----	---------

CHEVY V8: 265, 283, 302, 307, 327, 350, 400

12-210-2	268	268	456	456	HYD	HYD	\$74.95
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CHEVY V8: 352, 402, 427, 454

11-205-3	268	268	491	491	HYD	HYD	\$84.95
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CHRYSLER V8: 273, 318, 340, 360

20-212-2	268	268	456	456	HYD	HYD	\$74.95
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CARBURATORS

500 cfm 2 BBL..... \$119.95

600 cfm Vac. Sec..... \$114.50

750 cfm Vac. Sec..... \$139.95

600 cfm Dbl. Pump..... \$193.95

650 cfm Dbl. Pump..... \$204.95

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750 cfm Dbl. Pump..... \$224.95

800 cfm Dbl. Pump..... \$273.95

850 cfm Dbl. Pump..... \$286.95

Quadrageat Replacement..... \$194.95

Holley Perf. Carb. Universal Bolt on 600 cfm. Use with Edelbrock Performer Manifold 0-9834—\$159.95

CHROME MECHANICAL FUEL PUMP

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ELECTRIC FUEL PUMPS

12-801.....	\$54.95
12-802.....	\$74.95

Holley MANIFOLDS

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S.B. Chevy 300-25.....	\$129.95
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B.B. Chevy 0 pt. 300-4..... \$139.95

B.B. Chevy 0 pt. 300-5..... \$139.95

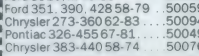
351C Ford 4 BBL..... \$129.95

CONTENDERS:

S.B. Chevy.....	\$99.95
-----------------	---------

Holley 1050 & 1150 DOMINATOR RACING CARBS.

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with regulator

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Others..... \$39.95

tilton SUPER STARTER

McLeod STARTERS

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MANLEY

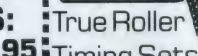
H-BEAM STEEL RODS:

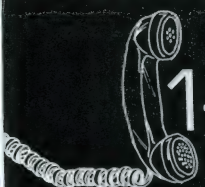
S.B. Chevy \$650.00

B.B. Chevy \$750.00

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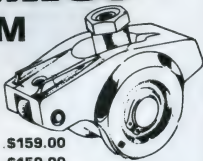


SPEED-PRO
by SEALED POWER
(all S.B. based on 64cc head)

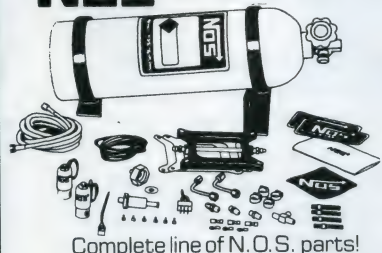
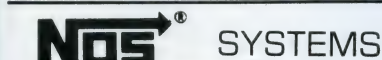
7000 P; 327 w/5.7" Rods,
12.5:1, stock stroke **\$274.95**
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Rockers



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G.M. 12 bolt: 4.56, 4.88 **\$129.95**
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G.M. 12 bolt: 5.57, 5.86, 6.14 **\$154.95**
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G.M. 10 bolt, 8.50 Ring Gear: 4.10, 4.56, 4.88 **\$149.95**
Ford 8": 4.11, 4.62 **\$159.95**
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SATURDAY NIGHT SPECIAL
G.M.; TH-350, TH-400:
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11" STREET DOMINATOR
G.M.; TH-350, TH-400:
#2409 **\$176.95**

TRANS. SHIELDS
POWER GLIDES, RED or BLUE:
#9700 **\$76.95**

TURBO SHIELDS
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(#7492) 1.82 TURBO SPIN.
(#7493) 1.82 P.G. SPIN.
(#7496) 1.76 TURBO SPIN.
(#7497) 1.76 P.G. SPIN.
ANY SHAFT—only \$96.95
Full Line in Stock!



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S.B. 400 3/16 AR-303
S.B. Chevy 3/8 AR-304
B.B. Chevy 3/8 AR-305
B.B. Chevy 3/16 AR-306
351W Ford 3/8 AR-307
351C Ford 3/8 AR-308
400 Ford 3/8 AR-310
S.B. Chrys. 3/8 AR-311
B.B. Chrys. 3/8 AR-312
350-403 Olds. 3/8 AR-312-2
350-455 Pont. 3/8 AR-320

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10,000 RPM, MONSTER 5" DIA.



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#4280 Chevy V-8 **\$49.95**
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14" Chrome **\$21.95**

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SUPERCHARGERS
S.B. CHEVY **\$1,950.00**
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8211 Ford 429, 460 **\$94.50**



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(9637) 625 CFM, Ford **\$169.95**



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FORCED INDUCTION SUPERCHARGER KIT
Satin S.B. Chevy
from **\$1,095.00**



Block Module
Kit includes: Plain rings, cast pistons, rod bearings, main bearings, cam bearings, oil pump, expansion plugs, complete gasket set.

	Cast Kit	Forged Kit
327 Chevy	\$159.00	\$219.00
350 Chevy	\$149.00	\$239.00
454 Chevy	\$239.00	\$359.00
318 Chrysler	\$199.00	\$289.00
302 Ford	\$169.00	\$239.00
351C Ford	\$189.00	\$269.00
350 Pontiac	\$219.00	N/A



For CARS, VANS and TRUCKS
ON SALE
\$74.95
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2000 stall **\$98.95**
GM 2500 stall. **\$125.00**

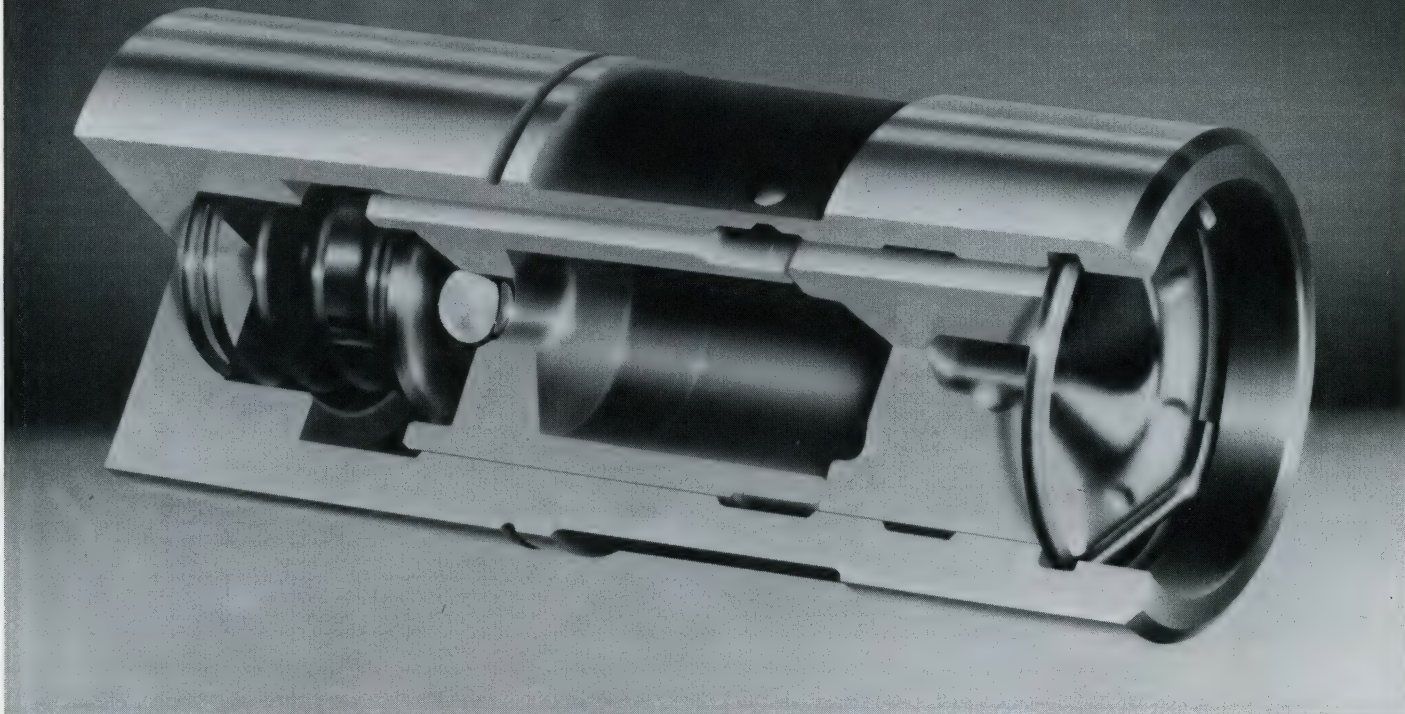


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What about performance? Crane Hi Intensity lifters have repeatedly been proven superior. According to **Car Craft Magazine's** comparison test, (June 1988)

"Across the board, the Crane Cams Hi Intensity lifters generated more wide-open-throttle power than the Rhoads . . ."*

Crane Hi Intensity lifters produce more power because their precisely controlled bleed-down rate minimizes the loss of valve lift that accompanies any variable duration lifter. Hi Intensity lifters also recover to full lift much more quickly which is why they generate more power at ALL engine speeds.

So if you want the variable duration lifters that produce maximum power, maximum durability and minimum noise, there's only one choice — Crane Hi Intensity lifters.

CRANE Cams®

Run with the Best

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variable duration lifters. With Crane Hi Intensity lifters you get maximum increases in torque and horsepower, better gas mileage and smoother idle without compromising engine life. You also get the advantage of Crane's 35 years of experience designing the camshafts and valvetrain components that set the pace on the track, at the strip and on the street. When you hear a "ticking" sound from



MUSCLECAR
CLASSICS
'69 'CUDA 440 HARDTOP

MUSCLECAR CLASSICS

'69 'CUDA 440 HARDTOP

By Jim Losee

By 1969, the horsepower/cubic-inch battle in Detroit was in full swing. Chevy had the COPO Camaros with iron and aluminum 427s, and Ford had the Boss 429 'Stangs. In order to keep up with the other warriors, Chrysler had to come up with a car to compete on the streets and race tracks of America. Remember that Chrysler wanted this car to be assembled on their production line, not an outside vendor's (such as the Hurst line on which the '68 Super Stock Hemi Darts and 'Cudas were built). Those cars weren't exactly street legal and were definitely not emissions certified, so for '69, Chrysler dropped their biggest street engine into their lightest body and created a rocketship car that was completely legal.

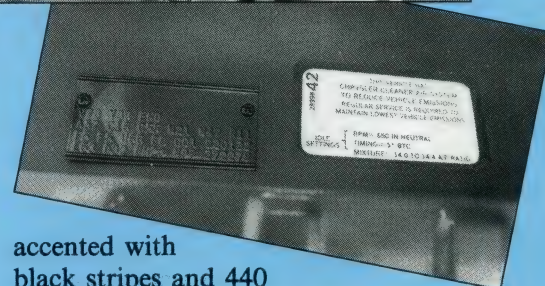
Even though this car was street legal, Chrysler's original intent was to drag race this car in the '69 NHRA Super Stock classes. When Chrysler built their '68 Super Stock Hemi Darts and Barracudas, they made 50 of each body style with the A-833 Hemi four-speed and 50 with the 727 automatic to qualify for Super Stock. The '69 'Cuda 440 Hardtop is a rare fish. With only seven of these cars known to exist today, we can guess that Plymouth originally created between 15 and 30 cars.



PHOTOS BY DON EMMONS

The '69 Barracuda 440s were actually built late in the production year and are considered '69½ models. The main feature of the package was the 440 engine that had 375 horsepower at 4600 rpm with 480 lbs-ft of torque at 3200. The compression ratio was 10.1:1 and the engine used a Carter AVS carburetor on a cast-iron intake manifold. The exhaust traveled from the exhaust ports via a pair of high-flow, smooth-runner cast iron manifolds.

The power on Mike Brown's 440 Hardtop is transferred via a TorqueFlite 727 automatic with gear changing handled by a factory console-mounted shifter. The rearend is an 8¾-inch unit with Sure-Grip and a 3.55:1 gear. Mike found this pristine beauty being used as a race car and decided to transform it back into one of the original '69½ Barracuda 440 Hardtop street cars. The interior is green vinyl and the only option is an AM radio. The exterior color is Limelight Metallic (paint code F5),



accented with black stripes and 440 ID along with the non-functional hood scoops. Standard rolling stock is a set of E70×14 Firestone Red Streak tires mounted on regular 14×6 steel wheels with button hubcaps. The 440 'Cudas were definitely at the top of the heap for the '69 horsepower/cubic-inch battle. ☺

SPECIFICATIONS

ENGINE

TypeOHV 90-degree V-8
Bore & Stroke4.320×3.750in.
Displacement.....440ci
Compression.....10.1:1
Induction.....Carter AVS 4-barrel
Horsepower375 @ 4600
Torque480 @ 3200

DRIVETRAIN

Transmission727 TorqueFlite three-speed automatic
Differential.....8¾-inch, 3.55 Sure-Grip

SUSPENSION

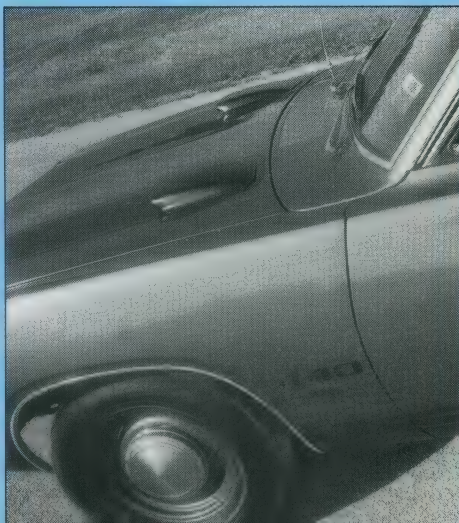
Front.....Independent w/torsion bars
Rear.....Live axle, leaf springs, parallel shocks, pinion snubber
Anti-roll barFront 0.940-inch
Wheels14×5.5, steel
Tires.....E-70×14 Wide Oval Red Streaks
Brakes10×2.25-inch front drum, 10×1.75-inch rear drum

GENERAL

Weight3740 lbs.
Fuel Capacity.....18 gallons
Track.....57.4 inches (front)
55.6 inches (rear)
Wheelbase.....108 inches

PRODUCTION

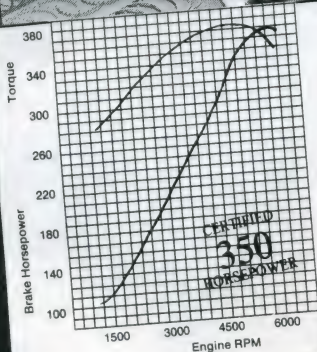
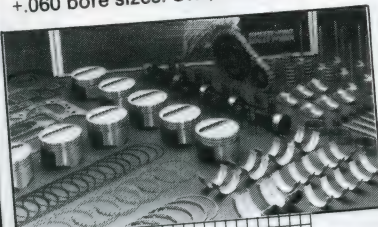
'69 'Cuda 440.....15 to 30
(exact number N/A)



We think you deserve...

Build power with Summit engine blocks and kits!

Our Speed-Pro Horsepower Kits turn your Summit engine components into a 350 horsepower screamer! All block and head kit components have been dyno-matched by John Lingenfelter of Lingenfelter Racing. Block kits are available in std., +.030, +.060 bore sizes. Std., +.010, +.020 rod and main bearing sizes also available.



350 HP BLOCK KIT includes
Pistons, rings, cam kit, complete engine
gasket set and more!

SLP-HPK-350A w/std. gap rings **\$464.69**
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350 HP HEAD KIT includes
Intake and exhaust valves, pushrods,
rocker arms and more!

SLP-HPK-350Z **\$356.99**

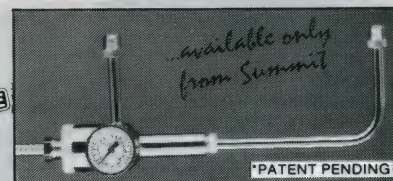
ENGINE BLOCKS PERFORMANCE-PREPPED
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350 cid 4-bolt Street Block **\$349.95**
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SUMMIT 350 CRANK
PLUS CRANK SUPPORT KIT
SUM-G6100 Crankshaft for 350 Chevy **\$119.95**

FOR MORE DETAILS...SEE OUR CATALOG!

SPEED-PRO SEALED POWER



SUMMIT ADJUSTABLE FUEL LINE*

For Dual-Feed Holleys

A complete package designed and manufactured by us.

- In-line fuel filter with brass housing.
- Pressure gauge right at carb for true fuel pressure readings.
- Line adjusts for ALL Holley dual feeds...even tunnel rams.
- Deep show-quality chroming of all parts.

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SUMMIT ADJUSTABLE FUEL LINE*

For Single-Feed Holleys

Same great features as our dual feed line, but for single-feed applications.

SUM-G1524 **\$29.95**

*PATENT PENDING

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Saturday Night Special



TCI-2415 T/H 350 and T/H 400 **\$ 99.50**

11" Street Dominator

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10" Street Fighter

TCI-2410 T/H 350 and T/H 400 **\$288.95**

TCI-7410 Aluminum PowerGlide **\$288.95**

PRO SUPER

Transmission Kit from TCI **\$132.95**

RICHMOND GEAR RING & PINION

GM 12 Bolt 410	\$124.50
GM 12 Bolt 488	\$127.95
GM 12 Bolt 514	\$147.95
GM 10 Bolt 456, 488	\$149.50
GM 10 Bolt 456, 488 "C" axle only	\$156.50
Ford 9" 411	\$144.50
Ford 9" 456	\$154.50
Chrys. 8 3/4", 1 7/8" pinion, 410	\$184.95
Chrys. 8 3/4", 1 7/8" pinion, 457, 486	\$184.95
Dana 60, 410	\$164.50
Dana 60, 456	\$164.50
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Rebuild Your Tranny To Competition Specifications with



TRANSKIT **\$194.95**

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Get Quicker Shifts



MEGA SHIFTER

GM TH-400, TH-350, TH-250, TH-200.
All Ford C-4 and C-6. All Chrysler '66
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AMC '72 & later with Torque Command.

BMM-80690 **\$124.75**

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w/aluminum case **\$154.95**

BMM-80694 Console '73-'81
Camaro/'70-'81 Firebird **\$144.95**

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Camaro/Firebird **\$147.95**



High-Tech RACING TRANS-COOLER

Mounts almost anywhere!

TCI-8238 **\$52.95**



BLASTER 2 COILS
45,000 volts output
Stock ign **\$23.95**
MSD ign **\$24.99**



MULTIPLE SPARK IGNITIONS

MSD-6A	MSD-6200	\$115.50
MSD-6T	MSD-6400	\$133.75
MSD-7AL-2	8 cyl.	\$258.95
PRO POWER COIL	MSD-8201	\$ 61.75



ROLL BAR PADDING
Sold in 3-foot sections.
Colors: Black, Red,
Blue, Orange, White
Your Choice **\$6.95**



R.J.S. 5-WAY 3" BELT & HARNESS
NHRA Approved

Red, Blue, or Black
Roll Mount
SUM-CBOB100 **\$72.95**
Floor Mount
SUM-CBOB101 **\$74.95**

HIGHBACK-POLY BUCKET BLACK COVER PRO SEATS

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VERICOM VC-200 PERFORMANCE COMPUTER

- Times for any distance up to 9,000 feet
- Set your shift points



VER-50000 **\$264.95**
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IGNITION



IGNITION COILS

Accel Supercoil	\$27.95
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Moroso Chrome Coil & Accel 7mm Wires	\$28.70
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Accel Yellow Wire	7mm* \$ 9.75
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* (Specify straight, angle boot. Suppression, solid core.)

Accel Armor Shield **\$27.75**

TRUNK MOUNT BATTERY KIT

with CASE
Includes: Battery case, retaining strap, hold down and brackets, 20' copper heavy duty cables and terminals.

SUM-G1200 **\$34.50**



TACHS & GAUGES

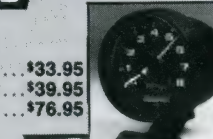
Auto gage

ATM-2300 TACH* 3 3/4" Black	\$33.95
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ATM-2302 TACH* Shift-Lite	\$76.95

* 6,000 RPM

STREET TACH by Autometer

ATM-2894 Black	\$52.95
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COMPETITION GAUGES

ATM-3421 Oil Pressure	\$24.50
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Phone Your Order Today... (216) 798-9440

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SALE NUMBER: **CC9**

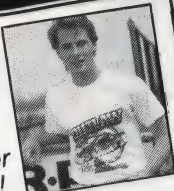


...The Best



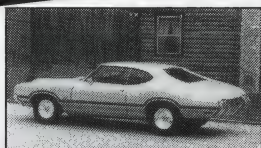
SUMMIT INDY JACKET
Washable cotton poplin
construction w/nylon lining.
Sizes: S, M, L, XL, XXL
SUMMIT INDY JACKET
Blue or Red **\$34.95**

Shirts with
the Quickest
Doorslammer
in the World!



KUHLMANN T-SHIRTS
100% preshrunk cotton
Sizes: S, M, L, XL,
Colors: White, Peach, Pink,
Bright Yellow, Aqua Blue,
Turquoise, Light Blue, Gray,
KUHLMANN **\$5.95**

Dear Summit,
"Just wanted to let
you guys know that
you do a great job
getting the parts I
order to me faster
than my local speed shops do. Ever since I started
ordering from Summit, I don't even go to my local
shops; Summit Racing is No. 1 in my book!
Thanks for three years of good service."



Sincerely,
Rick Seals
Martinsville, Indiana

1970 Olds 442 W-30

SUMMIT VACUUM RESERVOIR CANISTER

This gives you the
vacuum the cam robbed
from you while storing
extra vacuum built up
during idle or cruising.
Made from machined aluminum
SUM-G1461 Polished **\$69.50**
SUM-G1460 Spun **\$59.50**
VACUUM GAUGE-Sold separately
SUM-G3124 Chrome **\$14.95**
SUM-G3125 Black **\$11.95**
Brake hose not included.



- More horsepower,
not expensive
- Easily replaces
stock chip

Application for Street or Street/Strip
Available for '83 up Camaro/Firebird
and '86 up Corvettes

	STREET	STREET/STRIP
Most Models	\$ 68.95	\$ 68.95
'86 up TPI	\$114.95	\$114.95

.58 second performance improvement in
1/4 mile E.T. on a 1984 Camaro 305 4 BBL.

CARBS & MANIFOLDS

HI-PERFORMANCE INTAKE COMBO

- Selected by the
Summit Racing Experts*
- Hi-Performance Carburetor
 - Aluminum Manifold
 - Chrome 14" Air Cleaner
 - Necessary Gaskets

Select the manifold
manufacturer of your choice:

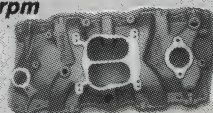
	WEIAND	OFFY	HOLLEY	EDELBROCK
Sm. Chevy 283-400	\$209.95	\$244.95	\$224.95	\$229.95
Sm. Ford 289-302	\$249.95	\$244.95	\$268.95	\$252.95
Ford 351C 2 bbl.	\$289.95	-----	-----	-----
Ford 351C 4 bbl.	-----	\$259.95	-----	\$269.95
Ford 351M-400M	\$264.95	-----	-----	\$269.95
Ford 351W	-----	\$254.95	-----	\$261.95
Sm. Chrys. 273-360	\$279.95	\$269.95	\$279.95	\$264.95
Pontiac 350-455	\$269.95	\$269.95	-----	\$269.95

600 & 750 CFM carb combo not available
for Ford with automatic transmission.

HOLLEY 600 CFM Vacuum Secondaries Standard
HOLLEY 750 CFM Vacuum Secondaries - \$20.00 Extra

Some Parts Are Not Legal
For Sale Or Use In California On
Any Pollution Controlled Motor Vehicles.

Increase Mid-Range
Torque from 2000 to
5000 rpm



PERFORMER™ MANIFOLD & Performer Plus Camshaft Package

	Manifold	Cam Kit
Chevy 283-327-350 V-8	\$ 89.50	\$114.50
Chevy 396-427-454 V-8	\$127.50	\$125.50
Chrysler 318-340-360 V-8	\$129.50	\$137.50
Chrysler 413-426-440 V-8	\$127.50	\$162.50
Ford 289-302 V-8	\$124.50	\$131.50
Ford 351W, Not Boss, V-8	\$126.50	\$131.50
Ford 351M-400 V-8	\$138.50	\$141.50
Pontiac	\$128.50	\$136.50
AMC 304-360-401 V-8	\$138.50	\$131.50
Ford 429/460 V-8 (Not CJ)	\$138.50	\$134.50
Ford 332-428 V-8	\$183.50	\$134.50
Olds '75 & Later 330-403	\$144.50	\$143.50

Kit includes: Cam, lifters and lube. Manifold not included.



CHROME VALVE COVERS

EDL-4449 Sm. Chevy*	\$29.75
EDL-4649 Sm. Chevy**	\$32.50
EDL-4480 Big Chevy*	\$39.50
EDL-4495 Sm. Chrys.*	\$34.50
EDL-4460 Sm. Ford*	\$34.50
EDL-4461 Ford 351M-400-351C*	\$34.50
EDL-4462 Ford 360-390	\$34.50
EDL-4463 Ford 429-460	\$34.50
EDL-4405 Breather	\$ 5.49
*Low Profile	
**Tall Profile	

AIR CLEANERS 14" Chrome \$21.69

PRO-FLO REUSABLE AIR FILTER

- Increase
performance
 - Save money
- 1000 cfm
5 1/8" neck
EDL-1002 **\$12.69**



ELITE SERIES 14" AIR CLEANER
Polished aluminum fins and black background
match your Elite valve covers.
EDL-4207 w/3" paper
element **\$38.75**

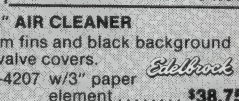


TORKER II® MANIFOLDS

EDL-2930 AMC '70 up	\$145.95
EDL-5001 Small Chevy	\$ 79.50
EDL-5061 Big Chevy	\$138.95
EDL-5021 Small Ford	\$133.95
EDL-2760 Ford 351C	\$157.95
EDL-5076 Small Chrys.	\$141.95
EDL-5056 Pontiac	\$157.95

ELITE SERIES VALVE COVERS

One-piece cast aluminum
with a 2-piece look!
EDL-4249 Chevy
262-400 V-8 '57 up **\$49.75**
EDL-4260 Ford
289-302-351W **\$54.50**



Holley Carbs & Pumps

HOLLEY CARBS

500 cfm. 2 bbl.	\$134.95
600 cfm. Vac. Sec.	\$114.45
750 cfm. Vac. Sec.	\$139.50
600 cfm. Dbl. Pump	\$179.50
650 cfm. Dbl. Pump	\$191.50
700 cfm. Dbl. Pump	\$209.50
750 cfm. Dbl. Pump	\$217.95
800 cfm. Dbl. Pump	\$267.50
850 cfm. Dbl. Pump	\$280.50
Quadrajet Replac.	\$179.95

HOLLEY 4160 CARB FOR FORD

Auto, transmission
kickdown, 750 cfm
HLY-0-83310 **\$162.45**

HOLLEY STREET CARB

Universal Bolt-On 600 cfm
HLY-0-9834 **\$159.75**

HOLLEY CHROME MECHANICAL FUEL PUMP

\$38.95



HOLLEY RACE PUMPS

Hi-Performance
Mechanical
Street Race 110 gph **\$49.95**
Strip Only 114 gph **\$57.50**

HOLLEY 4010/4011 CARBS—2-PIECE ALUMINUM

FROM **\$194.95**



PERFORMER SERIES CARBURETORS

600 cfm, man. choke	\$174.50
600 cfm, elec. choke	\$207.50
750 cfm, man. choke	\$188.50

ACTION SERIES HI-RISE MANIFOLD

2 Plane 180° manifolds, non EGR	
Sm. Chevy	\$ 83.95
Big Chevy oval port	\$131.50
289-302 Ford	\$121.50
351M-400 2V	\$129.95
Sm. Chrysler	\$126.50
Chrys. 383-400	\$128.50
Chrys. 413-426-440	\$128.50

TUNNEL RAMS with CARBS



Linkage included
Sm Chevy-450 cfm **\$449.95**
Sm Chevy-600 cfm **\$452.95**
Most Others from **\$449.95**



MANIFOLDS

360° Equi-Flow Hi-Rise	
Small Chevy	\$117.39
Big Chevy (oval port)	\$140.95
Big Chevy (rect. port)	\$172.39
Chrys. 413-440	\$128.69
Small Ford	\$120.95
351W '74 & earlier	\$133.39
Olds 330-403	\$153.39
Pontiac	\$147.69
Chrys. 340-360	\$149.39
Buick 400-430-455	\$164.99

SPECTRE

RACE FLEX BRAIDED HOSE LINES, and TORK FITTINGS

5/16" FUEL LINE	
4' Length	\$16.39
6' Length	\$21.99
Tork Fitting	\$ 7.69
3/8" FUEL LINE	
4' Length	\$17.39
6' Length	\$22.69
Tork Fitting	\$ 7.69
5/8" HEATER HOSE	
4' Length	\$21.99
6' Length	\$28.99
Tork Fitting	\$ 9.69

12' & 25' LENGTHS
plus RADIATOR HOSE
& FITTINGS AVAILABLE

Street/Strip CLUTCH & PRESSURE PLATE

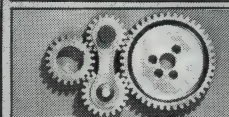
• Handles more hp • Gives less slippage
10" & 11" Street/Strip. Specify B&B, Diaphragm or Long style,
spline count and size 10 1/2" or 11". Ford apps. include size of input
shaft. MOST APPLICATIONS **\$154.95**
HAYS CLUTCH & PRESSURE PLATE
B&B, Long or Diaphragm STREET **\$124.95** **HAYS**
MOST APPLICATIONS

Bolt on 15+hp
in 30 minutes!



CRANKSHAFT UNDERDRIVE PULLEYS

88-89 Camaro/Firebird
305 or 350 V8 **\$ 89.95**
Corvette w/350 V8 **\$ 89.95**
Ford 5.0L Mustang, others
..... **\$ 89.95**
Buick 3.8 V6 Pulley
Assembly **\$139.95**



Pete Jackson GEAR DRIVE

Small Chevy **\$168.50**
Big Chevy **\$188.50**
Small Ford **\$239.50**
351C Ford **\$249.50**



CARB RETURN SPRING
Dual Spring—Chrome, Red,
Black, White or Blue
Your Choice..... **\$6.95**
Gold **\$8.95**

OIL PUMPS

Small Chevy **\$23.95**
Big Chevy **\$24.50**
Pontiac **\$23.95**
Small Ford **\$24.50**
Big Ford **\$26.95**
Sm. Chrysler **\$33.95**
Big Chrys. **\$35.95**
351C Ford **\$24.50**

ENGINE REBUILD KITS

Gasket Set/Rings/
Rod Bearings
• Standard Sizes Only •
WITHOUT MAINS—
Small Chevy **\$54.95**
Most Others **\$64.50**
WITH MAINS—
Small Chevy **\$67.95**
Most Others **\$79.95**

OVERHAUL GASKET SET

Small Chevy **\$24.95**
Other applications available!



OIL FILTER RELOCATION KIT

Allows you to relocate your
oil filter where you want it!
MOST APPLICATIONS—
For single filter **\$28.99**
For dual filter **\$38.95**

MUSCLECAR REPORT

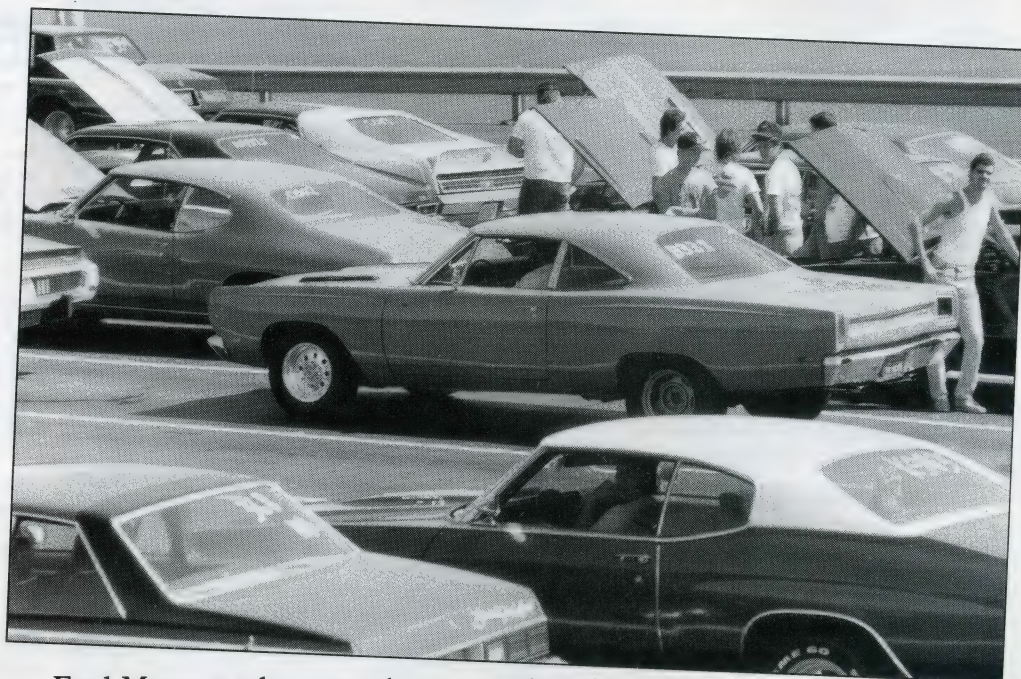
Compiled By Cam Benty

SURVEY SAYS...

A candid survey of the local newspapers in the Los Angeles area shows a great disparity in prices for musclecars. Big news, right?! Actually, there are some significant trends concerning cars that are cheaper than you might have originally expected. First off, for those looking for a musclecar that hauls, the El Camino and Ranchero line-ups are running far under the prices of their Chevelle and Torino counterparts. In general, we found them to be \$2000-\$6000 cheaper in similar condition, despite having the same equipment.

Sticking with Chevelles for a minute, the '71-72 Chevelle market was still soft compared to the streaking prices for LS6 Chevelles (which are still soft compared to where they will go). Want a nice car? Try a '71 Chevelle 454. In the Los Angeles area they are still reasonable. An El Camino is even cheaper.

On the negative side, we found the convertible market has soared right off the chart. On the average, the first-generation Camaro convertible averaged \$5000 more than a similar coupe. Even a low-option content '68 Camaro convertible with the 327 and three-speed was \$4000 in to-be-restored condition. Top-down motoring certainly has its price.



Ford Mustang sales are, at best, confusing. Unless you deal in Shelys, the Mustang market has stabilized—except for a few ridiculous \$50,000 '65 convertible Mustangs we heard about recently. For the most part, good condition '64½-'68 Mustangs fall into the \$5000 range and stretch to \$10,000 for convertibles. The '69-70 Mustang Mach I's are very changeable in price (most good ones are over \$10,000) while the '71-73 Mach I's are heating up. They are the great buys at around \$3000 to \$7000. Get 'em before they're hot. Boss Mustangs and Shelys have gone the way of Cobras. We'll watch

them from afar.

Chrysler pricing is just as confusing, but it stretches to varying product lines. While some E-bodies ('70-73 'Cudas and Challengers) are cheap, option rarity seems to be the controlling influence. Challengers with Hemis or RT/SE packages are out of sight, but 383 'Cudas are still available. The most reasonably priced body style is the '71-and-later Road Runners which are dirt cheap. Even *Dukes of Hazzard*-style Chargers with few body and engine options are beginning to climb. Maybe they're rare now that Bo and Luke are finished with 'em.



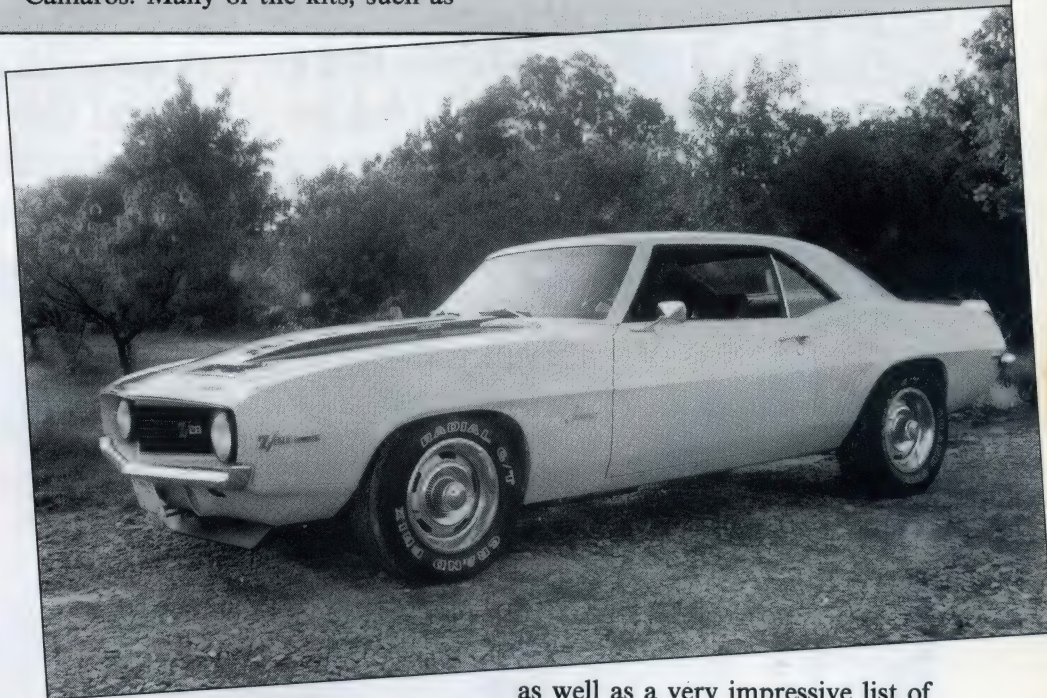
BEST BUY OF THE MONTH:
" '69 AMX, 390, four-speed,
air, \$2200-4500 in reasonable
condition."

Taking the dubious honor of "The Parts First Molested By The Original Owners Of Musclecars" are the "hard lines," those lengths of steel tubing which run from the fuel pump to the carburetor. In many cases, these lines incorporated brass fuel blocks and fuel filters. What generally happened was that as the owners sought even more performance, off came the carburetor, supplanted by dual carburetion. While the original carb was probably stashed away in a box, the fuel lines,

Finding this kind of original part through the dealership is usually not successful, but coming to the aid is the Zip Products' line-up of tubing and accessories. While specializing in Corvette parts, they do offer a variety of musclecar tubing and accessories including gas lines for '62-64 Chevy 409s, '66 Chevy Nova 327s, '59-61 348cid Chevys with 3x2 carbs, '65-70 Chevelles, and '67-72 Camaros. Many of the kits, such as

Zip also offers such obscure parts as the headlight washers on RS-optional '69 Camaros, fuel pumps for LS6 Chevelles, throttle linkages for dual four-barrel 409 Chevys, and carburetor tags for '55-57 Chevys. And if you are looking for anything for virtually any year Corvette, Zip Products can be reached by calling 800/962-9632.

Camaro, Firebird, and Corvette fans looking for solutions to their braking problems can find salvation with the brake kits from Vette Brakes and Products. For the Corvette fan, Vette Products has a complete list of brake lines to replumb your car, but for the Camaro and Firebird enthusiast, Vette Brakes offers exchange-rate original equipment brake calipers and rotors. The '71-81 Camaro single-piston caliper is prone to as much pitting of the bores as the Corvette. Vette Brakes installs a stainless steel sleeve which restores the sealing surface between the piston and the caliper cylinder wall to avoid leakage.



They also offer a complete line of first- and second-design Corvette brakes for those looking to upgrade.

as well as a very impressive list of suspension equipment for the street performance or slalom competitor. Vette Brakes can be contacted at 800/237-9991.

Disappointed that the GM parts dealer didn't have the part you wanted? Head to the end of the counter. Most GM dealerships should be receiving the new "Movin' Parts" brochure, a new mailing for the General Motors dealership across the country. Targeted for the new car buyer, and tucked neatly on one of the back pages, is a section for the musclecar enthusiast called "The Parts Finder." If you've

511 Pennington St. Stirling, Vt.
1927

A few words about fathers and sons, first-time camping trips and comfortable blue jeans.

When you've got a well-equipped camper, a weekend in the woods can be as comfortable as staying home. But for



VS.



Campers have a choice: travel first class or travel light.

on your own two shoulders.

A good trip starts with a good list.

If you forget something on a car camping trip, you can always run down to the local store. Needless to say, that doesn't work when you're ten miles into the woods on foot.

Before you pack, sit down with your son and discuss the trip, writing down each item you'll need. (It's also a good idea to get a book on camping from the library.) Your list will include the obvious things: a tent, sleeping

bags, cooking gear, a change of clothes, and a camp stove.



But don't overlook the little things that can make or break a camping trip. Bug spray. Sunscreen. A first aid kit. Soap. A flashlight. Bathroom tissue.

And remember, every ounce of extra weight you pack is something you're going to regret on the trail. (That cast iron skillet you cook in at home is liable to end up in a ravine if you have to carry it very far.)

How to stay dry.

In camping, you should always be prepared for the worst. And in warm weather, that means rain. But you can stay

Try to pack items that are light and compact. And use plastic bags to keep them dry.

comfortable if you take a few precautions.

Use a plastic ground cloth under your tent, and a fly over it. Carry rain-gear—you can also cover your pack with it at night to keep the dew off.

Wear wool socks to keep your feet dry, and carry an extra pair in a plastic bag. Pack all moisture-sensitive items (matches, flour, salt, batteries) in watertight containers. And consider using a fiberfill sleeping bag instead of slower-drying goose down.

A final suggestion: when spending a wet day with your boy in a small tent, the most useful item you can pack just may be a deck of cards.

And now for the part about comfortable blue jeans.

Fathers and sons have been taking comfort in campfires and Wrangler jeans for generations. Maybe that's because, like dry tents, sharp knives and warm sleeping

Our U-shaped seat and crotch allows greater freedom of movement.

bags, our jeans are made to work hard, not just look good.

American Hero™ jeans have a comfortable U-shaped crotch for freedom of movement. Durable 15½ ounce 100% cotton denim. And triple-stitched seams. Even our pockets are bigger

The bigger pockets in American Hero jeans are spacious enough for your compass and folding knife. With room left over for your hands on chilly mornings.

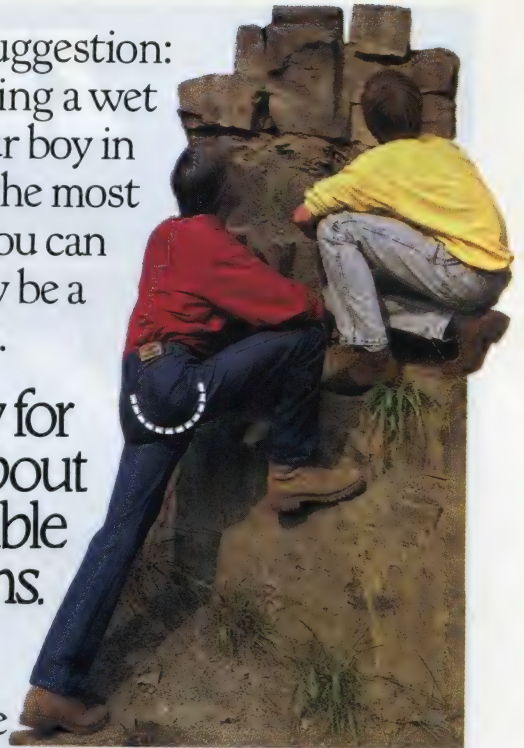
than those in standard jeans.

So take our advice. This weekend, grab your son, your gear and your Wrangler jeans, and head for the great outdoors.

The rest will come naturally.

Wrangler
★ AMERICAN HERO ★

The most comfortable jeans known to man.



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CAR CRAFT puts the wraps on the decade with a close look at the most widely read column, "Tech Talk," with a special 24-page section covering the bases from basics to high tech. Tech Editor Jim Losee has compiled a long list of the best "Tech Talk" answers from Jim McFarland as well as some of the questions most commonly asked of major manufacturers such as Edelbrock, Holley, Crane, and B&M. Stir in yet another special listing of charts and formulas and you've got a tech fan's dream issue. And you thought "You Asked For It" was only available in VHS video format.

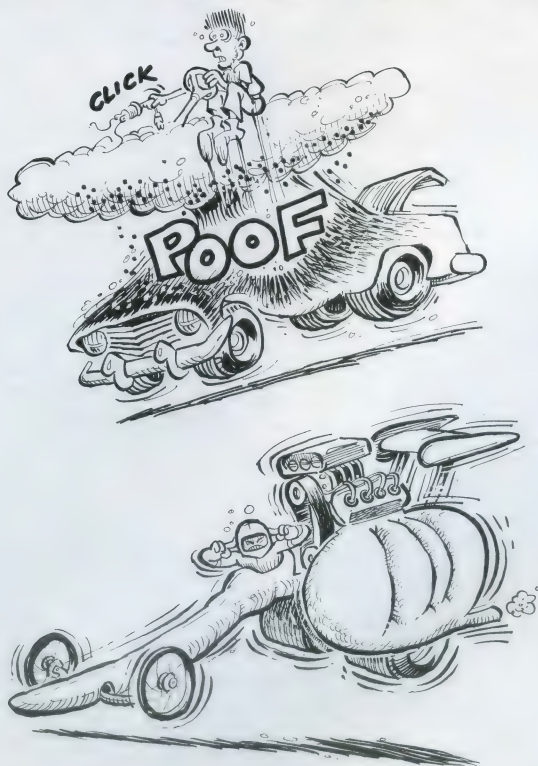




PHOTO BY RON PERRY

175 MPH!

How To Have The Toughest Mustang On The Block In Three Weeks

By Cam Benty



The original condition of the 5.0-liter LX prior to dismemberment. Wheels and tires were used as place holders for massive meats to come.

We each have our own definition of high speed. For most, 100 mph is fast. By the time you reach 125 mph, the speed is evident, and by 150 mph, few would dispute that your full concentration is required. J. Bittle American's 175-mph Team Dominator Mustang is the ultimate street/stable buster with enough punch to trample Ferraris in a single gallop and run quarter-mile charges to the tune of 13.42 seconds at 118 mph. But enough of the Mustang horse metaphors. This Mustang is truly impressive.

While the performance target for

JBA Mustang was clear, even more clear was the fact that Motorsport engine products were to be used throughout. As J. Bittle American is first, a retail outlet for Ford performance parts, and second, a race shop, the idea was to construct a Mustang which could be duplicated by its customers. A quick glance down the specifications box will show the number of Ford-produced and Bittle-modified parts contained in this 175-mph rocket. And best of all, the car was completed from bone-stock '89 Mustang 5.0-liter LX to 175-mph race-bred machine in just three weeks!

Perhaps the most impressive part of the Mustang was the tremendous power generated from the 307cid engine. Rated at 510 horsepower, the 307 sports the Ford SVO J302 aluminum cylinder heads topping a trick SVO iron four-bolt-main block. Crane roller camshaft valve gear is used along with Manley valves. In kind, Crower connecting rods and SVO crankshaft parts were used along with the Ross super-light forged aluminum pistons for a total compression ratio of 13.0:1. The thick-wall block was bored out to 4.040 inches for the increased displacement of 307ci from the original

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454	599	779	304,360	475	559
FORD			BUICK		
289,302,351W	365	459	225 V-6	475	529
351C,400	399	489	231,350	377	476
351M	390	529	455	519	599
360	408	479	OLDSMOBILE		
390	411	509	350	460	569
429	498	665	455	545	575
460	498	589	PONTIAC		
PLYMOUTH/DODGE/CHRYSLER			350,400	439	535
273,318LA,360	415	499	389	509	569
			455	499	599

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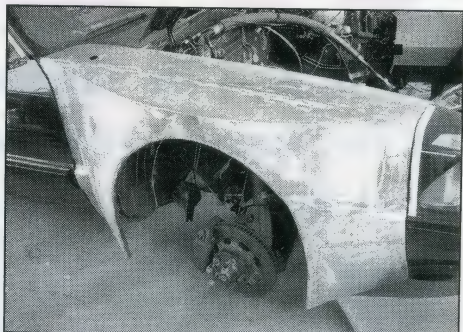
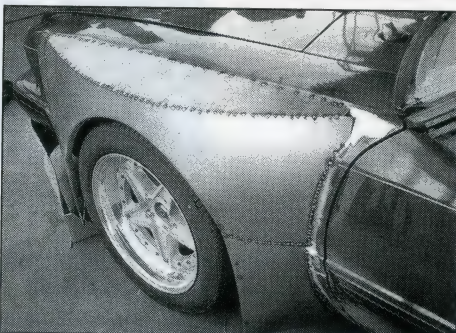
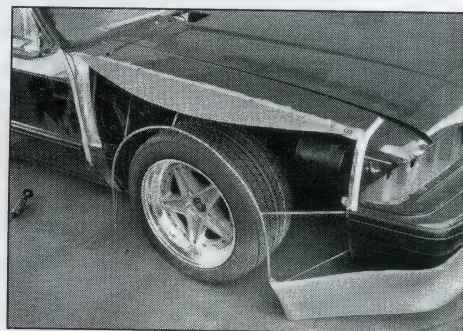
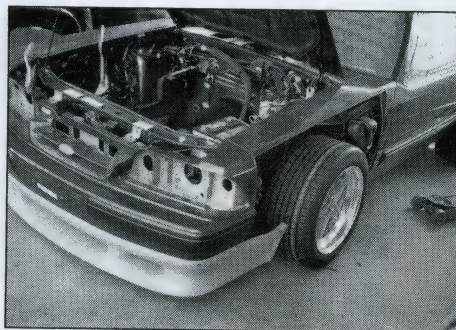
The art of being original

175 MPH!

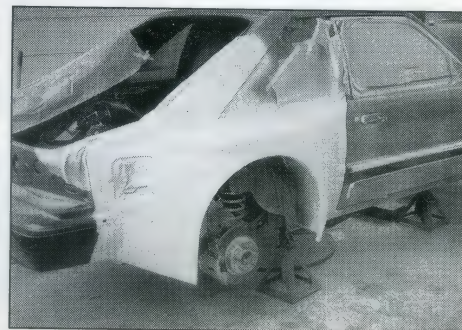
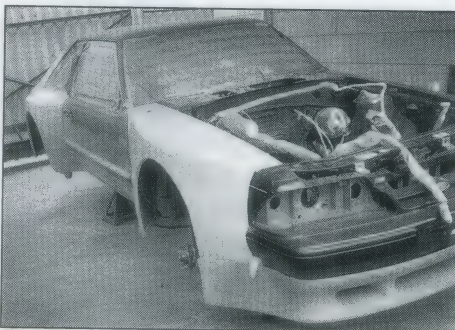
302 cubic inches.

Induction for the small-block is handled by an SVO spider intake manifold and Holley 750cfm carburetor. A blueprinted oil pump draws oil from the JBA-modified Canton oil pan, filters it through a Mecca remote race filter, and cools it through an Earl's oil cooler before pumping it through the engine. A Mecca Accusump holds the oil in reserve to prevent starvation in hard cornering when the oil moves away from the oil pickup.

The bodywork on the prototype for the soon-to-be-released JBA Body Package kit was an elaborate undertaking, considering the huge tires to be used. All of the fenders were constructed out of steel and then painted



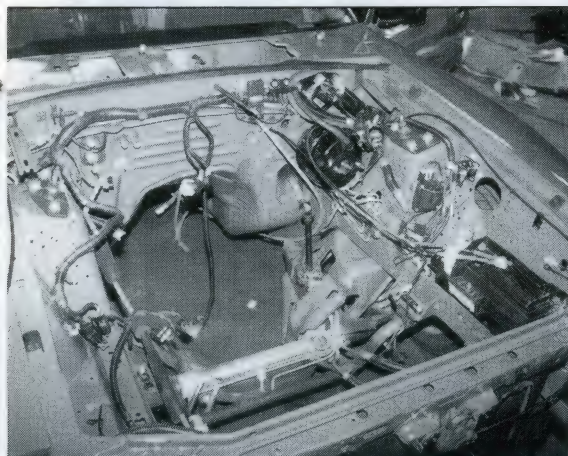
With big P275/40ZR17 tires mounted on Monocoque/McBurnie wheels, the biggest problem became creating appropriate shelter. These all-steel fender flares were just the ticket. First, the fender was roughed-out in steel, tacked in place, and finished through grinding and covering with plastic body filler until a satisfactory shape was achieved.



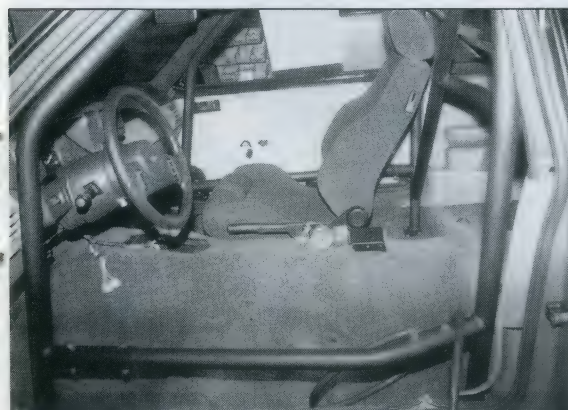
Fender flares measured a full 8 inches and give the JBA Mustang a distinctive IMSA look.



The body sits high without its engine in place. With completed engine, the Mustang's ride height was much more appropriate for 175-mph top-speed runs.



Underhood detailing was significant, including the repainting of the compartment to match exterior color. The tower struts were strengthened and a big Ford Motorsport front bar was installed.

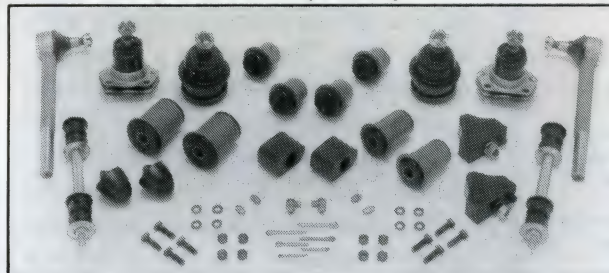


To bolster the chassis and protect the driver, a six-point rollcage was installed. Seating is by Recaro.

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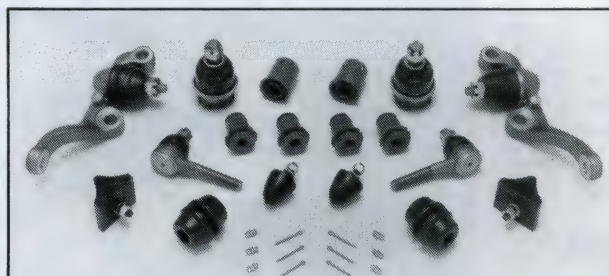
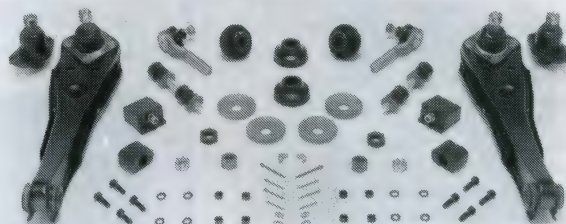
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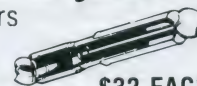
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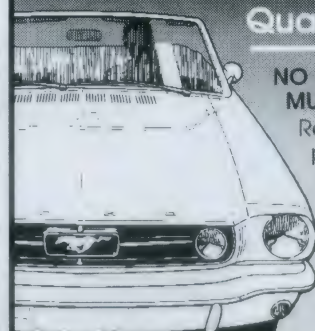
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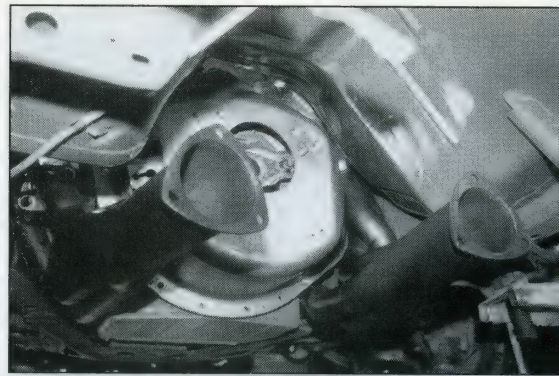


 American Heart Association

175MPH!

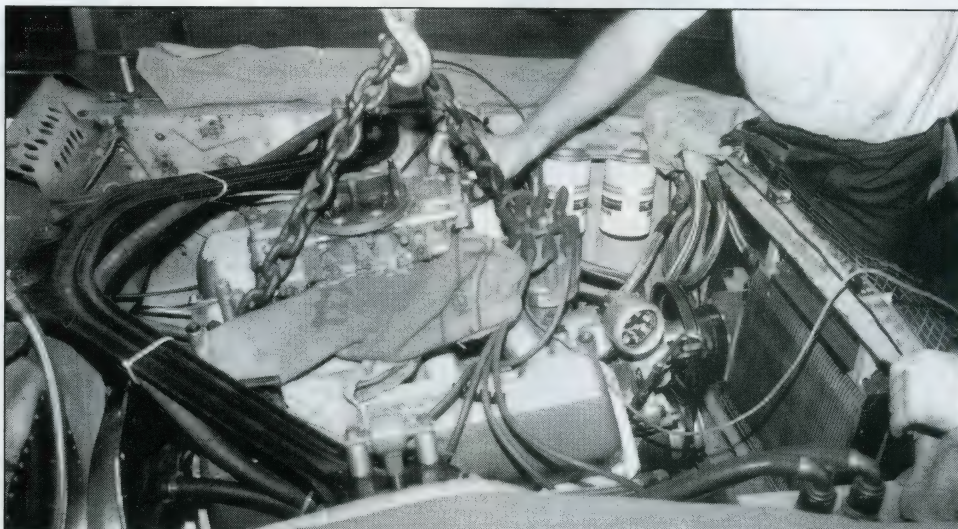
to match the bright red exterior. The front spoiler and rear air dam are prototype pieces while the rear decklid is a special over-the-counter offering at JBA. The hood is a custom-fabricated unit to clear the induction system as well as the planned fuel injection system slated for later in the project's life.

The internally balanced engine utilized a Fluidampr damper to control crankshaft vibration, while custom headers were installed by Mike Salyer of JBA. In an effort to assist

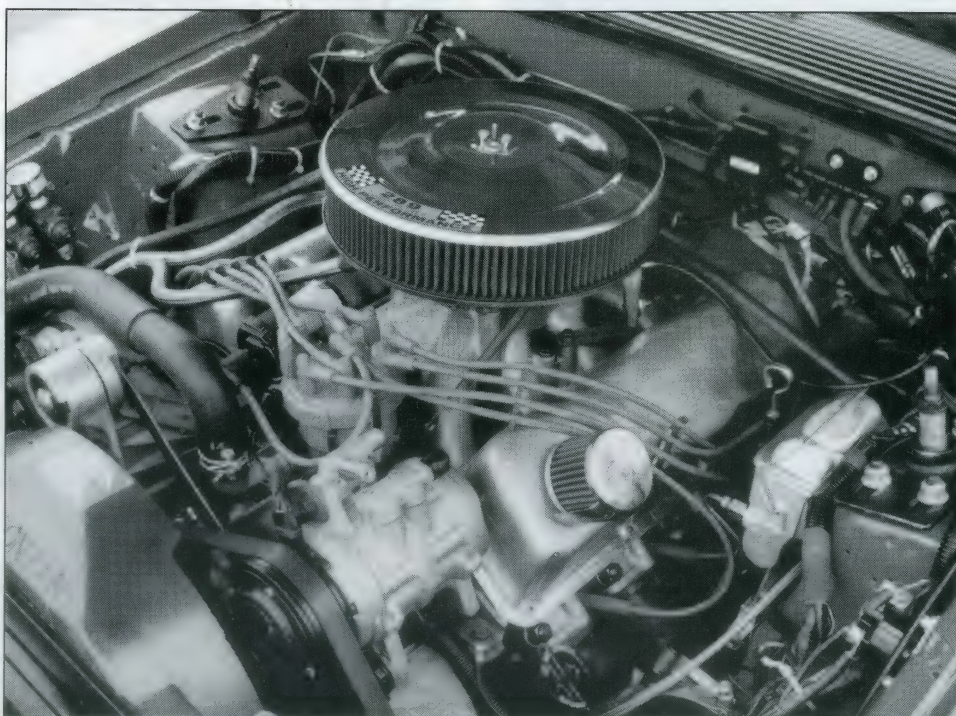


A McLeod four-puck metallic diaphragm clutch was used with the four-speed transmission. Headers were fabricated by JBA using 2-inch-diameter primary tubing and 3-inch-diameter collectors.

the top-end performance of the car, 2-inch-diameter primary tube headers were used with 3-inch-diameter collectors and Flowmaster mufflers.



Engine and transmission were neatly lowered into prepped compartment. A 750cfm Holley was used for the first test run and a larger 1050cfm unit was used for the 175-mph effort.



The 510-horsepower 307 engine uses a wealth of Motorsport components including aluminum heads, the SVO four-bolt main block, SVO intake and crankshaft along with aftermarket pieces from Crane, Manley, Crower, and Ross.

The suspension is a work of art starting with tremendous stopping power from the JFZ 12-inch front and Saleen 11-inch rear disc brakes modulated by an SVO master cylinder. Road contact is maintained by huge P275 and P315/45ZR17 Good-year tires wrapped around Mono-coque/McBurnie 17-inch modular wheels, netting a 0.93g mark in 200-foot-diameter skidpad testing. The chassis itself is bolstered with welded subframes, JBA shock tower braces, a Saleen g-load brace, and JBA rocker seam braces. Koni race shocks are used with JBA coil springs and Ford Motorsport anti-roll bars both fore and aft.

The three-week project was quite successful, especially when the original test with the 750cfm carburetor netted a speed of 172 mph and the second test with the 1050cfm carburetor right out of the box was good for another 3 mph. Imagine the potential for higher speeds with some simple tuning of the carb! ☑

JBA TEAM DOMINATOR: 25TH ANNIVERSARY MUSTANG

• GENERAL

Test Weight.....3360 lbs.
Engine Type.....OHV V-8
Brakes.....Four-Wheel discs
Wheelbase.....100.5 in.
Track.....75.5 in.
Height.....51.0 in.
Fuel Capacity.....12 gallons
Seating Capacity.....Four-passenger

• ENGINE

Type.....Naturally aspirated OHV V-8 iron block, aluminum heads
Displacement.....307 ci
Bore & Stroke.....4.04 x 3.00 in.
Compression.....13.0:1
BHP.....510 @ 7900
Torque.....368 @ 5400 lbs-ft
Redline.....8800 RPM
Fuel Delivery.....One 4-bbl. Holley
Oil System.....10-quart wet sump
Ignition.....Motorsport Electronic

• CHASSIS

Layout.....Front engine, rear-wheel drive, front steer
Frame.....Modified unibody with six-point rollcage
Brakes.....F: JBA/JFZ 12.0-in. vented discs
R: JBA/Saleen 11.0-in. vented discs
Wheels.....Monocoque 3-piece
F/R: 17 x 10/17 x 11
Tires.....Goodyear Gatorback
F: 275/40ZR17, R: 315/35ZR17
Steering.....Rack and pinion
Suspension.....F: Koni struts, coil springs, SVO control arms; R: Koni shocks, coil springs, four-link, anti-roll bar

PERFORMANCE

• ACCELERATION

Quarter Mile.....13.2 @ 118 mph
Lateral Acceleration.....0.93
Top Speed observed.....175 mph

• DRIVETRAIN

Clutch.....McLeod metallic, four-puck diaphragm clutch
Transmission.....Four-speed manual T&C
Gear Ratios—1st.....2.32
2nd.....1.69
3rd.....1.29
4th.....1.00
Final Drive.....3.27:1

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Rich and Jacklyn Gebhardt's '89 Beretta comes as close to the original spirit of Pro Street as any car, since it was built as an alternative to a long-time dream of owning a Pro Stock car. At the same time, it is far from being a typical Pro Streeter, because the Gebhardts purposely avoided many areas that have become Pro Street clichés.

Rich ordered the Beretta body directly from Chevrolet. When he picked it up at the Wilmington, Delaware, assembly plant there were two from which to choose (the other be-

came a form for Roger Gustin's carbon fiber jet car body). The new body was matched with a dual frame rail Funny Car chassis from Don Ness Racecraft and an all-Strange suspension (with the exception of Carrera chrome rear coil-overs).

The fiberglass front end and hood were stretched 4 inches. Underneath the Pro Stock-style scoop rests the . . . blown big-block? Would you believe an all-aluminum GM V-6 with factory aluminum heads? Kirn Racing Engines bored the six-banger 0.030-over to 280cid. Rich packed the block with half a dozen BRC 13.0:1 pistons with Speed-Pro rings, Bow Tie rods, and a Childs & Albert crankshaft. Removing the GM Chevy



The Gebhardts' One-Of-A-Kind Beretta

ORIGINAL CONDITION

By Tim Bernsau

Power valve covers and Spectre breathers reveals the Competition Cams valvetrain components. A single Holley Dominator 750cfm carb on a homemade sheetmetal manifold does the breathing. Rich built his own 1 7/8-inch headers. Blowers? No. Turbos? No. Nitrous? Well, yes. A flick of a fingertip kicks in the N.O.S. Fogger system.

A Ford 9-inch 5.43:1 rearend and Strange 35-spline axles transfer the wake up call from the three-speed Lenco transmission to 33x21.50x15 Mickey Thompsons mounted on 15-inch Center Line Convo Pro wheels. Front MTs ride on Convo Pros with a spindle mount. Jacklyn is responsible for tinwork in the interior as well

as the wheeltubs. Al Burkett did the bodywork, and Kevin Thompson applied the "Pro Kistorange" candy urethane enamel.

Rich emphasizes that many of the parts used to create this unusual Pro Streeter are GM Special Products pieces that are available over the counter. With help from Mark Whiting, Allen Preuit, Steve Doolin, and Dennis Brown, the Beretta was able to make its debut at the '89 Street Machine Nationals, in DuQuoin, Illinois, where it ran away with Best Overall Street Machine, among other awards. For a Pro Streeter that has taken a new direction, the Gebhardts' Beretta is also one of the most original. 📺





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Main Stud Kit (4 Bolt Main) ADD \$48.00

Head Stud Kit ADD \$38.00

Seal-Tite Heads with screw-on Seal-Tite Gaskets and 2.0" & 1.9" Valves ADD \$55.00

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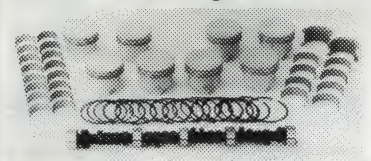
Main Stud Kit (4 Bolt Main) ADD \$48.00

Head Stud Kit ADD \$38.00

P.A.W. ENGINE KITS ARE COMPILED FROM THE COUNTRY'S TOP AUTOMOTIVE PRODUCTS & FEATURE TOP NAME BRANDS AT WHOLESALE PRICES. KITS ARE AVAILABLE IN ALL STAGES. PHONE FOR YOU LOW PRICE.

SUPER STOCK PISTON KITS

With Cast or Forged Pistons

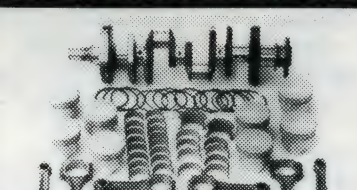


Four Kit Stages to Choose from ...

Kit A • Pistons & Pins
Kit B • Pistons & Pins - Piston Ring Set
Kit C • Pistons & Pins - Piston Ring Set - Con Rod Bearings & Main Bearings
Kit D • Pistons & Pins - Piston Ring Set - Con Rod Bearings & Main Bearings - Stock or Performance Camshaft

MAKE / SIZE	CAST PISTON KITS	FORGED PISTON KITS
AMC		
199 6 Cyl	118.00	138.00
232/258 6 Cyl	144.00	144.00
230	156.00	176.00
304	173.00	183.00
327	212.00	232.00
330	216.00	236.00
340	216.00	236.00
350	216.00	236.00
393	216.00	236.00
401	216.00	236.00
BUICK		
231 V6	170.00	190.00
252 V6	170.00	190.00
258 V6	170.00	190.00
304	170.00	190.00
327	170.00	190.00
330	170.00	190.00
340	170.00	190.00
350	170.00	190.00
393	170.00	190.00
401	170.00	190.00
CADILLAC		
390-429	243.00	268.00
472-500	283.00	307.00
CHEVROLET		
145 Corvair	139.00	159.00
164 Corvair	119.00	139.00
184 6 Cyl	144.00	144.00
230 6 Cyl	170.00	170.00
236 6 Cyl	170.00	170.00
258 6 Cyl	170.00	170.00
265 6 Cyl	170.00	170.00
283 6 Cyl	170.00	170.00
307 6 Cyl	170.00	170.00
327 6 Cyl	170.00	170.00
330 6 Cyl	170.00	170.00
340 6 Cyl	170.00	170.00
350 6 Cyl	170.00	170.00
393 6 Cyl	170.00	170.00
401 6 Cyl	170.00	170.00
FORD		
144 6 Cyl	114.00	134.00
171 V6	114.00	134.00
170 6 Cyl	114.00	134.00
200 6 Cyl	114.00	134.00
240 6 Cyl	114.00	134.00
260 6 Cyl	114.00	134.00
289 6 Cyl	114.00	134.00
302 6 Cyl	114.00	134.00
351W	114.00	134.00
351C	114.00	134.00
351M	114.00	134.00
360 300	114.00	134.00
360 350	114.00	134.00
272/282	114.00	134.00
429	114.00	134.00
430	114.00	134.00
460	114.00	134.00
312	114.00	134.00
CHRYSLER		
170/190/225 6	114.00	134.00
273	114.00	134.00
318	114.00	134.00
340	114.00	134.00
350	114.00	134.00
351	114.00	134.00
351C	114.00	134.00
351M	114.00	134.00
360 300	114.00	134.00
360 350	114.00	134.00
272/282	114.00	134.00
429	114.00	134.00
430	114.00	134.00
460	114.00	134.00
312	114.00	134.00
OLDSMOBILE		
330	114.00	134.00
350	114.00	134.00
400	114.00	134.00
425	114.00	134.00
455	114.00	134.00
PONTIAC		
301	114.00	134.00
326	114.00	134.00
350	114.00	134.00
389	114.00	134.00
400	114.00	134.00
430	114.00	134.00
455	114.00	134.00
470	114.00	134.00
480	114.00	134.00
490	114.00	134.00
500	114.00	134.00

SUPER STOCK CRANK KITS

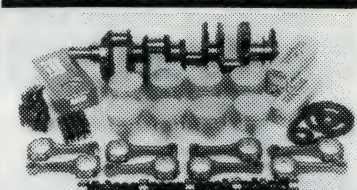


Kit Includes:

• PISTONS & PINS • PISTON RINGS • CONNECTING RODS
• CON ROD & MAIN BEARINGS • CRANKSHAFT • CAMSHAFT & LIFTERS
• TIMING CHAIN SET • OIL PUMP • GASKET SET

MAKE / SIZE	CAST PISTON	FORGED PISTON
AMC		
199 6 Cyl	333.00	307
232/258 6 Cyl	309.00	363.00
290	391.00	350
304	408.00	439.00
327	472.00	396
340	472.00	396
350	442.00	504.00
360	466.00	424
401	466.00	424
BUICK		
231 V6	292.00	380.00
252 V6	341.00	350
258 V6	378.00	400.00
304	448.00	350
327	448.00	350
330	448.00	350
340	448.00	350
350	448.00	350
393	448.00	350
401	448.00	350
CADILLAC		
390-429	558.00	290
472-500	697.00	290
CHEVROLET		
194 6 Cyl	369.00	360.00
230 6 Cyl	289.00	360.00
250 6 Cyl	289.00	360.00
258 6 Cyl	289.00	360.00
265 6 Cyl	289.00	360.00
283 6 Cyl	289.00	360.00
307 6 Cyl	289.00	360.00
327 6 Cyl	289.00	360.00
330 6 Cyl	289.00	360.00
340 6 Cyl	289.00	360.00
350 6 Cyl	289.00	360.00
393 6 Cyl	289.00	360.00
401 6 Cyl	289.00	360.00
FORD		
144 6 Cyl	369.00	360.00
171 V6	369.00	360.00
170 6 Cyl	369.00	360.00
200 6 Cyl	369.00	360.00
240 6 Cyl	369.00	360.00
260 6 Cyl	369.00	360.00
289 6 Cyl	369.00	360.00
302 6 Cyl	369.00	360.00
351W	369.00	360.00
351C	369.00	360.00
351M	369.00	360.00
360 300	369.00	360.00
360 350	369.00	360.00
272/282	369.00	360.00
429	369.00	360.00
430	369.00	360.00
460	369.00	360.00
312	369.00	360.00
CHRYSLER		
170/190/225 6	369.00	360.00
273	369.00	360.00
318	369.00	360.00
340	369.00	360.00
350	369.00	360.00
351	369.00	360.00
351C	369.00	360.00
351M	369.00	360.00
360 300	369.00	360.00
360 350	369.00	360.00
272/282	369.00	360.00
429	369.00	360.00
430	369.00	360.00
460	369.00	360.00
312	369.00	360.00
OLDSMOBILE		
330	369.00	360.00
350	369.00	360.00
400	369.00	360.00
425	369.00	360.00
455	369.00	360.00
PONTIAC		
301	369.00	360.00
326	369.00	360.00
350	369.00	360.00
389	369.00	360.00
400	369.00	360.00
430	369.00	360.00
455	369.00	360.00
470	369.00	360.00
480	369.00	360.00
490	369.00	360.00
500	369.00	360.00

SUPER STOCK MASTER KITS

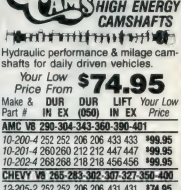


Kit Includes:

• PISTONS & PINS • PISTON RINGS • CONNECTING RODS
• CON ROD & MAIN BEARINGS • CRANKSHAFT • CAMSHAFT & LIFTERS
• TIMING CHAIN SET • OIL PUMP • GASKET SET

MAKE / SIZE	CAST PISTON	FORGED PISTON
AMC		
199 6 Cyl	525.00	307
232/258 6 Cyl	502.00	556.00
290	548.00	350
304	603.00	634.00
327	677.00	396
340	677.00	396
350	637.00	699.00
360	661.00	454
401	661.00	454
BUICK		
231 V6	439.00	527.00
252 V6	483.00	350
258 V6	519.00	400
304	585.00	350
327	585.00	350
330	585.00	350
340	585.00	350
350	585.00	350
393	585.00	350
401	585.00	350
CADILLAC		
390-429	814.00	642.00
472-500	965.00	290
CHEVROLET		
194 6 Cyl	437.00	508.00
230 6 Cyl	337.00	508.00
250 6 Cyl	337.00	508.00
258 6 Cyl	337.00	508.00
265 6 Cyl	337.00	508.00
283 6 Cyl	337.00	508.00
307 6 Cyl	337.00	508.00
327 6 Cyl	337.00	508.00
330 6 Cyl	337.00	508.00
340 6 Cyl	337.00	508.00
350 6 Cyl	337.00	508.00
393 6 Cyl	337.00	508.00
401 6 Cyl	337.00	508.00
FORD		
144 6 Cyl	437.00	508.00
171 V6	437.00	508.00
170 6 Cyl	437.00	508.00
200 6 Cyl	437.00	508.00
240 6 Cyl	437.00	508.00
260 6 Cyl	437.00	508.00
289 6 Cyl	437.00	508.00
302 6 Cyl	437.00	508.00
351W	437.00	508.00
351C	437.00	508.00
351M	437.00	508.00
360 300	437.00	508.00
360 350	437.00	508.00
272/282	437.00	508.00
429	437.00	508.00
430	437.00	508.00
460	437.00	508.00
312	437.00	508.00
CHRYSLER		
170/190/225 6	437.00	508.00
273	437.00	508.00
318	437.00	508.00
340	437.00	508.00
350	437.00	508.00
351	437.00	508.00
351C	437.00	508.00
351M	437.00	508.00
360 300	437.00	508.00
360 350	437.00	508.00
272/282	437.00	508.00
429	437.00	508.00
430	437.00	508.00
460	437.00	508.00
312	437.00	508.00
OLDSMOBILE		
330	437.00	508.00
350	437.00	508.00
400	437.00	508.00
425	437.00	508.00
455	437.00	508.00
PONTIAC		
301	437.00	508.00
326	437.00	508.00
350	437.00	508.00
389	437.00	508.00
400	437.00	508.00
430	437.00	508.00
455	437.00	508.00
470	437.00	508.00
480	437.00	508.00
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500	437.00	508.00

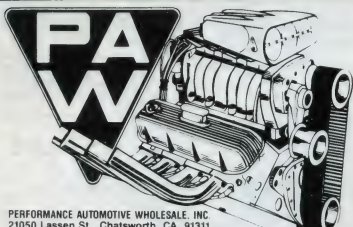
COMPETITION CAMSHAFTS



Hydraulic performance & mileage camshafts for daily driven vehicles.

Your Low Price From \$74.95
Make & Model Part # IN EX (USD) IN EX

MAKE / SIZE	CAST PISTON	FORGED PISTON
AMC		
199 6 Cyl	525.00	307
232/258 6 Cyl	502.00	556.00
290	548.00	350
304	603.00	634.00
327	677.00	396
340	677.00	396
350	637.00	699.00
360	661.00	454
401	661.00	454
BUICK		
231 V6	439.00	527.00
252 V6	483.00	350
258 V6	519.00	400
304	585.00	350
327	585.00	350
330	585.00	350
340	585.00	350
350	585.00	350
393	585.00	350
401	585.00	350
CADILLAC		
390-429	814.00	642.00
472-500	965.00	290
CHEVROLET		
194 6 Cyl	437.00	508.00
230 6 Cyl	337.00	508.00
250 6 Cyl	337.00	508.00
258 6 Cyl	337.00	508.00
265 6 Cyl	337.00	508.00
283 6 Cyl	337.00	508.00
307 6 Cyl	337.00	50



PERFORMANCE AUTOMOTIVE WHOLESALE, INC.
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CYLINDER HEAD SPECIALS

Small Block Chevrolet
Straight Plug Castings with 134 Intake & 150 Exhaust Valves. Assembled with Springs, HD Locks & Retainers. 3 Angle Valve Job. 76cc Chamber size. (For other sizes - PHONE)

Your Low Price	Per Pair
1963-67 S.B. Chevy	\$399.00
1968-70 S.B. Chevy	\$400.00
1971-72 S.B. Chevy	\$400.00

OPTIONS: 22 Intake & 146 Exhaust Valves ADD \$75.00 • For Screw-in Studs and Guide Plates ADD \$60.00 • PC Seals ADD \$40.00 • Overhead Springs ADD \$100.00 • Stainless Steel Valves PHONE for Your Low Price

Restorers SPECIALS - Limited Quantities! PHONE
1963-67 S.B. Chevy Fuelie Heads (Cameal) Hunk with No Accessory Bolt Holes, 64cc Chamber Casting #461 & #462. Your Low Price From \$450.00 Per Pair
1968-71 S.B. Chevy 64cc Straight Plug, with Accessory Bolt Holes, Castings #041 & #042. Your Low Price From \$450.00 Per Pair

Small Block Chevy Heads
"Bow Tie" or "Dart II" Your Choice
New Angle Plug Castings fully machined assembled with 2.02 Intake & 1.50 Exhaust Valves. 3 Angle Valve Job, Springs, HD Locks. Retainers, Screw-in Studs & Guide Plates.

Your Low Price	Per Pair
1963-67 S.B. Chevy	\$799.00
1968-70 S.B. Chevy	\$800.00
1971-72 S.B. Chevy	\$800.00

OPTIONS: Overhead Springs, Chrome Moly Bolts, PC Seals, Stainless Steel Valves, PHONE for Prices
Bare Castings - Dart II or Chevrolet Bow Tie available \$540.00 per pair

Big Block Chevrolet
Hi-Performance Rectangular Port Heads

Your Low Price	Per Pair
1963-67 S.B. Chevy	\$899.00
1968-70 S.B. Chevy	\$900.00
1971-72 S.B. Chevy	\$900.00

OPTIONS: Stainless Steel Valves, PHONE for Prices • PC Seals, Hi-Performance Springs ADD \$100.00

Ford 289-302
Early Castings, SB CC Chamber, 1.94 Intake & 1.50 Exhaust Valves, Screw-In Studs, Guide Plate, Assembled with 3 Angle Valve Job, HD Locks, Retainers, Springs

Your Low Price	Per Pair
1963-67 S.B. Chevy	\$399.00
1968-70 S.B. Chevy	\$400.00
1971-72 S.B. Chevy	\$400.00

OPTIONS: PC Seals ADD \$40.00
Heads are set up for adjustable Rocker Arms. See Rocker Arm Section for price & availability
Porting & Polishing is available on all P.W. Heads - Phone for Your Low Price

CRANE HI-INTENSITY
ROLLER TIP
ROCKER ARMS

As Low As	As Low As
\$179.95	\$184.00
S.B. Chevy 1971-72	\$184.00
S.B. Chevy 1973-74	\$184.00
289-351W Ford 1774-76	\$199.95
351C-400 Ford 1774-76	\$199.95
429-460 Ford 1774-76	\$199.95

STAINLESS STEEL
VALVES

As Low As	As Low As
\$6.50	\$6.50
SB Chevy 1971-72	\$6.50
2.02 Intake #10407	\$6.95
1.50 Exhaust #10403	\$6.50
1.60 Exhaust #10404	\$6.95

SB Chevy
1971-72 Intake #10407 \$6.50
1.50 Exhaust #10403 \$6.50
1.60 Exhaust #10404 \$6.95

289-302-351W
1.94 Intake #10409 \$7.50
1.60 Exhaust #10410 \$6.50
Ford 351C-400
2.25 Intake #10411 \$6.95

Cast or Forged Flat Top
PISTON & RING SPECIALS

FROM	FROM
\$99.00	\$99.00
289-302-351W	\$99.00
351C-400	\$99.00
429-460	\$99.00

COMPETITION
MAGNUM
ROLLER
TIP ROCKER ARMS

As Low As	As Low As
\$114.95	\$114.95
SB Chevy 1971-72	\$114.95
289-302-351W	\$114.95
351C-400	\$114.95
429-460	\$114.95

289-302 FORD
Your Choice of 10:1 or 11:1 Compression Ratio

LONG BLOCK	As above with Cylinder Heads, competition Valve job, hi-performance Valve Springs, chrome moly Push Rods, HD Lock, hi-volume Oil Pump, Lifters, Gasket set
\$1395.00	

UNASSEMBLED
289-302 FORD

LONG BLOCK	As above with Cylinder Heads, competition Valve job, hi-performance Valve Springs, chrome moly Push Rods, HD Lock, hi-volume Oil Pump, Lifters, Gasket set
\$1395.00	

SHORT BLOCK - Seasoned Block, bored, oversize competition honed, TRW forged Pistons, chrome moly Rings, Connecting Rods, fitted MILDON chrome moly Rod Bolts, Crankshaft custom ground for precision tolerance. Your choice of hydraulic or solid Camshaft. Double roller Timing Chain set. Custom balanced for maximum performance

Short Block - Your Low Price
\$995.00

ALUMINUM WATER PUMPS
WEIAND

Application	Part#	Price
SB Chevy 1.94 INT	45600	8.69
SB Chevy 2.02 INT	45605	8.99
SB Chevy 1.50 EXH	45610	8.99
SB Chevy 1.60 EXH	45615	8.99
SB Chevy 2.06 INT	45620	8.99
SB Chevy 2.19 INT	45625	8.99
SB Chevy 1.725 EXH	45630	9.19
SB Chevy 1.68 EXH	45635	9.19
SB Chrysler 2.02 INT	45640	9.99
SB Chrysler 1.60 EXH	45645	9.99
SB Chrysler 2.08 INT	45650	9.99
SB Chrysler 1.74 EXH	45655	9.99
1.78 INT	45660	9.29
SB Ford 1.46 EXH	45665	8.99
351C-400 2.19 INT	45670	10.49
351C-400 1.71 EXH	45675	10.49
429-460 (68-72)	45680	11.99
2.245 INT	45685	10.49
1.725 EXH	45690	10.49
Odsmobile 1.71 EXH	45695	10.49

HI-PERFORMANCE BIG BLOCK CHEVY CONNECTING RODS
7/16" 427-454

Application	Part#	Price
SB Chevy 1971-72	45600	8.69
SB Chevy 1973-74	45605	8.99
SB Chevy 1975-76	45610	8.99
SB Chevy 1977-78	45615	8.99
SB Chevy 1979-80	45620	8.99
SB Chevy 1981-82	45625	8.99
SB Chevy 1983-84	45630	9.19
SB Chevy 1985-86	45635	9.19
SB Chrysler 2.02 INT	45640	9.99
SB Chrysler 1.60 EXH	45645	9.99
SB Chrysler 2.08 INT	45650	9.99
SB Chrysler 1.74 EXH	45655	9.99
1.78 INT	45660	9.29
SB Ford 1.46 EXH	45665	8.99
351C-400 2.19 INT	45670	10.49
351C-400 1.71 EXH	45675	10.49
429-460 (68-72)	45680	11.99
2.245 INT	45685	10.49
1.725 EXH	45690	10.49
Odsmobile 1.71 EXH	45695	10.49

BUY WITH CONFIDENCE FROM P.W. WITH OUR MONEY BACK GUARANTEE
IF NOT SATISFIED, ALL PARTS IN STOCK SHIPPED WITHIN 24 HOURS.

RACING PISTON KITS

Kit Includes:
• RACING PISTONS & PINS
• CON ROD & MAIN BEARINGS
• MOLY RINGS

AMC	Piston Type	Your Low Price
199-232-258	Custom	550.00
289-302-304-327	Custom	710.00
343-360-390-401	Custom	715.00

RACING CRANK KITS

Kit Includes:
• RACING PISTONS & PINS
• CON ROD & MAIN BEARINGS
• CHROME MOLY RINGS
• CONNECTING RODS
• CRANKSHAFT

AMC	Piston Type	Your Low Price
199-232-258	Custom	710.00
289-302-304-327	Custom	890.00
343-360-390-401	Custom	895.00

RACING MASTER KITS

Kit Includes:
• RACING PISTONS & PINS
• CON ROD & MAIN BEARINGS
• CHROME MOLY RINGS
• CONNECTING RODS
• CRANKSHAFT
• TIMING CHAIN SET
• OIL PUMP
• GASKET SET

AMC	Piston Type	Your Low Price
199-232-258	Custom	875.00
289-302-304-327	Custom	1050.00
343-360-390-401	Custom	1055.00

HI-PERFORMANCE CAMSHAFT KITS
Available for all Makes • Street-Strip-R.V.
Racing • Hydraulic or Solid

Kit A: Camshaft Only \$49.95
Kit B: Cam & Lifters \$84.95
Kit C: Camshaft / Lifters / Springs PHONE FOR PRICE

Small Block Chevy Heads
"Bow Tie" or "Dart II" Your Choice
New Angle Plug Castings fully machined assembled with 2.02 Intake & 1.50 Exhaust Valves. 3 Angle Valve Job, Springs, HD Locks. Retainers, Screw-in Studs & Guide Plates.

Your Low Price	Per Pair
1963-67 S.B. Chevy	\$799.00
1968-70 S.B. Chevy	\$800.00
1971-72 S.B. Chevy	\$800.00

Small Block Chevy Heads
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New Angle Plug Castings fully machined assembled with 2.02 Intake & 1.50 Exhaust Valves. 3 Angle Valve Job, Springs, HD Locks. Retainers, Screw-in Studs & Guide Plates.

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New Angle Plug Castings fully machined assembled with 2.02 Intake & 1.50 Exhaust Valves. 3 Angle Valve Job, Springs, HD Locks. Retainers, Screw-in Studs & Guide Plates.

Your Low Price	Per Pair
1963-67 S.B. Chevy	\$799.00
1968-70 S.B. Chevy	\$800.00
1971-72 S.B. Chevy	\$800.00

SS PREMIUM ROLLER CHAIN SETS

Application	Part#	Price
SB Chevy 1.94 INT	45600	8.69
SB Chevy 2.02 INT	45605	8.99
SB Chevy 1.50 EXH	45610	8.99
SB Chevy 1.60 EXH	45615	8.99
SB Chevy 2.06 INT	45620	8.99
SB Chevy 2.19 INT	45625	8.99
SB Chevy 1.725 EXH	45630	9.19
SB Chevy 1.68 EXH	45635	9.19
SB Chrysler 2.02 INT	45640	9.99
SB Chrysler 1.60 EXH	45645	9.99
SB Chrysler 2.08 INT	45650	9.99
SB Chrysler 1.74 EXH	45655	9.99
1.78 INT	45660	9.29
SB Ford 1.46 EXH	45665	8.99
351C-400 2.19 INT	45670	10.49
351C-400 1.71 EXH	45675	10.49
429-460 (68-72)	45680	11.99
2.245 INT	45685	10.49
1.725 EXH	45690	10.49
Odsmobile 1.71 EXH	45695	10.49

CL77 BEARING Special

Available STD - 010 - 020 - 030
Available STD - 010 - 020 - 030
Both for the Low Price of \$36.00
SB Chevy only ADD \$10.00
Cam Bearings ADD \$10.00
OTHERS - Phone for Your Low Price

350 CHEVY TRW FORGED 11:1 PISTONS & RINGS
Your Low Price \$299.95
For Moly Rings ADD \$15.00

350 CHEVY TRW FORGED 11:1 PISTONS & RINGS
Your Low Price \$299.95
For Moly Rings ADD \$15.00

CRANE CAMS
HI-INTENSITY SERIES
FAIR OIL / MODERATE PERFORMANCE
GOOD MID-RANGE RPM (2500-5000)

Application	Part#	Price
SB Chevy 1.94 INT	45600	8.69
SB Chevy 2.02 INT	45605	8.99
SB Chevy 1.50 EXH	45610	8.99
SB Chevy 1.60 EXH	45615	8.99
SB Chevy 2.06 INT	45620	8.99
SB Chevy 2.19 INT	45625	8.99
SB Chevy 1.725 EXH	45630	9.19
SB Chevy 1.68 EXH	45635	9.19
SB Chrysler 2.02 INT	45640	9.99
SB Chrysler 1.60 EXH	45645	9.99
SB Chrysler 2.08 INT	45650	9.99
SB Chrysler 1.74 EXH	45655	9.99
1.78 INT	45660	9.29
SB Ford 1.46 EXH	45665	8.99
351C-400 2.19 INT	45670	10.49
351C-400 1.71 EXH	45675	10.49
429-460 (68-72)	45680	11.99
2.245 INT	45685	10.49
1.725 EXH	45690	10.49
Odsmobile 1.71 EXH	45695	10.49

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FAIR OIL / MODERATE PERFORMANCE
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SB Chevy 2.19 INT	45625	8.99
SB Chevy 1.725 EXH	45630	9.19
SB Chevy 1.68 EXH	45635	9.19
SB Chrysler 2.02 INT	45640	9.99
SB Chrysler 1.60 EXH	45645	9.99
SB Chrysler 2.08 INT	45650	9.99
SB Chrysler 1.74 EXH	45655	9.99
1.78 INT	45660	9.29
SB Ford 1.46 EXH	45665	8.99
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429-460 (68-72)	45680	11.99
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SB Chrysler 1.74 EXH	45655	9.99
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351C-400 1.71 EXH	45675	10.49
429-460 (68-72)	45680	11.99
2.245 INT	45685	10.49
1.725 EXH	45690	10.49
Odsmobile 1.71 EXH	45695	10.49

CHRYSLER 383 SMALL BLOCK
Unassembled • 4 Bolt Mains
9, 10 or 11:1 Compression Ratio

SHORT BLOCK	Seasoned 350 4-bolt Mains, block bored oversize, custom honed, TRW forged Pistons, chrome moly Rings, Connecting Rods, fitted MILDON chrome moly Rod Bolts, 400 cu. inch Crankshaft, custom ground and polished for precision tolerance, quality con rod and main bearings. Your choice of either Hydraulic or Solid Camshaft. Double roller Timing Chain set. Custom balanced for maximum performance
\$1195.00	

CRANE CAMS
HI-INTENSITY SERIES
FAIR OIL / MODERATE PERFORMANCE
GOOD MID-RANGE RPM (2500-5000)

Application	Part#	Price
SB Chevy 1.94 INT	45600	8.69
SB Chevy 2.02 INT	45605	8.99
SB Chevy 1.50 EXH	45610	8.99

SPECIAL STREET-STRIP-RV-OFF ROAD TH350

AUTOMATIC TRANSMISSIONS

- Manual-Automatic Operation
- Blueprinted • Improved Lubrication
- Heavy Duty Components
- Reprogrammed for faster shifts

Also available for TH400 • \$399.00 • C4 • \$399.00 • C6 • \$399.00 • 727 • \$399.00 • Powerglide • \$399.00

\$349.00

TRANSMISSION & CONVERTER SPECIAL

Special PAW hi-performance transmission and hi-stall converter.

T350 Your Low Price \$429.00

T400 \$479.00 • C4 \$499.00 • C6 \$499.00 • 727 \$499.00 • Powerglide \$499.00

SPECIAL HI-STALL CONVERTERS 2200-2800 T350-400

\$89.00

C4 \$109.00 • C6 \$109.00 • 727 \$109.00 • Powerglide \$109.00

PRO-STREET-STREETROD TORQUE CONVERTERS

Especially designed for 500-600 RPM over stock stall speed, for quick response and acceleration from idle.

TURBO \$89.00

FORD C4-C6 \$109.00

ALL PRICES OUTRIGHT — NO EXCHANGE REQUIRED

SHIFT IMPROVER KIT

Your Low Price **\$24.95**

TRANSPACK KITS

Your Low Price **\$52.95**

3 Kits in One. For FAST Transmission Programming. Most Transmissions

TORQUE CONVERTERS

\$74.95

STREETSHOT

TH350-400 • 202416
Your Low Price **\$159.95**

HOLE SHOT

11" Street Converter
GM T350-400
Powerglide (AL) • Torqueflite 727 • Torqueflite 904 • C6 390-428-429 • C6 351CWM/400-460
Your Low Price **\$239.95**

STREET STREET HOLESHOT

10" Dia. • 3000 RPM Stall • GM T350-400
Your Low Price **\$284.95**

SUPER HOLE SHOT

GM T350-400 • \$359.95
Powerglide (AL) \$469.95 • Torqueflite 727 • Torqueflite 904 • C6 390-428-429 • C6 351CWM/400-460 \$469.95

MEGA SHIFTER

GM T350-400 • 250-200 • Ford C4-C6 • Chrysler A727-A904 • AMC 72 & up (Torque Command) #80690
Your Low Price **\$169.95**

STARSHIFTER

GM T350-400 • 250-200 • Ford C4-C6 • Chrysler A727-A904 • AMC 72 & up (Torque Command) #80675
Your Low Price **\$164.95**

Z GATE

GM T350-400 • 250-200 • Ford C4-C6 • Chrysler A727-A904 • AMC 72 & up (Torque Command) #80676
Your Low Price **\$164.95**

QUICKSILVER

GM T350-400 • 250-200 • Ford C4-C6 • Chrysler A727-A904 • AMC 72 & up (Torque Command) #80677
Your Low Price **\$164.95**

Direct Bolt-in for Consoles

73-81 Camaro • 70-81 Firebird
#80688 Your Low Price **\$129.95**

B&M TWIST-SHIFT

Your Low Price **\$159.95**

AUTOMATIC TRANSMISSION COOLING PANS

Increased capacity • Lower under hood temps

Your Low Price **\$49.95**

Available for Cars & Light Trucks
GM T400-350-200 • Ford C4-C6 • AMC-Mopar 727-904

ACCEL MALLORY DISTRIBUTORS

DUAL POINT

MECHANICAL ACCEL MILRY
Chevy V6-Ford 69.95 74.95
Chevy V8 74.95 79.95
VACUUM
Chevy V8 89.95 99.95
Ford-Chrysler 96.95 104.95

ELECTRONIC

MECHANICAL
Chevy V8 129.95 139.95
Ford-Chrysler 139.95 149.95
VACUUM
Chevy V8 139.95 149.95
Ford-Chrysler 149.95 159.95

NEW ACCEL BLUEPRINT PERFORMANCE DISTRIBUTORS

Direct Replacement for all Factory Distributors. Your Choice of Vacuum Point or Vacuum Electronic Type.

Point \$64.95
Electronic \$139.95

MSD IGNITION

MSD 5 • 5200. Economy • Performance. Street. Your Low Price \$149.95
MSD 6A • 6200. High Performance. Your Low Price \$149.95
MSD SUPER HEI • 8400. Your Low Price \$202.95
The above parts are for V8 application. Phone for 4 & 6 Cyl. use only.

SUPERCOILS

Your Low Price

MCLEOD PERFORMANCE CLUTCHES

200 Series • Sprung Hub
For Heavy-Duty Street application
Your Low Price **\$44.95**

STREET/STRIP

100 Series • Sprung Hub for the Ultimate Street/Strip application
Your Low Price **\$59.95**

COMPETITION

300 Series • Sprung Hub. Nonmetallic • Bonded & Riveted • THE ULTIMATE DISC • Your Low Price **\$74.95**

700 Series • Solid Hub • Fiberglass

Your Low Price **\$74.95**

PRESSURE PLATES

Street • Street/Strip Performance
Your Low Price **\$119.95**

RACE ONLY — Phone with Application for Your Low Price

FLYWHEELS

ALUMINUM
Steel Heat Shield
Your Low Price **\$276.00**

STEEL From \$169.95

Available 20 • 30 • 40 • for most applications Chevy-Ford-Mopar

CLUTCHES DISCS

THUNDERBOLT Street / Sprung Hub
Your Low Price **\$49.95**

PERFORMANCE STREET / Strip / Off-Road

200 Series Hub • Rapid Hookup • \$69.95
RAMETALLIC Street / Strip / Off-Road
Sprung Hub • \$114.95
Off-Road Only / Solid Hub • \$106.95

THUNDERBOLT for Street Use

\$86.95

PERFORMANCE STREET / Strip / Off-Road

2600-2800-3200 lbs.
Long Style 10.5 \$134.95 • 11" \$198.95
Diaphragm 10.5 \$117.95 • 11" \$128.95
Borg & Beck 10.5 \$133.95 • 11" \$135.95
Throw-out Bearings

FLYWHEELS

Steel \$219.95
Steel 40 \$199.95
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CLUTCH SPECIALS

Available for all popular engines with 10 1/2" x 11"

Cover Assembly \$79.95
Disc \$39.95

AUTOMATIC TRANSMISSION FLEX PLATES

Available for most popular domestic engines
Your Low Price **\$39.95**

MSD IGNITION

MSD 6T-6400 Circle Track • Road Racing **\$174.95**

COMPETITION CAMS

As Low As

MAGNUM \$74.95

270H CAMSHAFTS

The 270H Magnum is an excellent street performance grind that can be driven every day. Ideal for muscle cars, 4x4's, street machines & street rods

Make Part# Your Low Price

AMC V8 10-20-34 \$99.95
S.B. Chevy V8 12-21-2 \$74.95
S.B. Chevy V8 11-20-7 \$99.95
S.B. Chrysler 21-306-4 \$99.95
S.B. Ford 31-414-3 \$99.95
351C-400 Ford 32-224-4 \$99.95
390-428 Ford 32-226-4 \$99.95
429-460 Ford 34-229-4 \$99.95
351W Ford 35-414-4 \$99.95
Olds V8 42-308-4 \$99.95
Pontiac V8 51-233-4 \$99.95

Milodon

GEAR DRIVES

Milodon Gear Drives are easy to adjust in 2 degree increments by simple removal of the cam cover and they prevent "cam walk". The gear-tooth quality Heat-treated chrome alloy steel and come complete with needle bearing thrust washers. Cast Aluminum Front Cover, MILODON'S Fixed Idle System and all necessary hardware. One of the finest Gear Drives on the market today and available for most engines.

FORWARD 289-351W (BW change 11/81)

363971 248 260 427 456 \$84.95
363971 260 272 456 484 \$74.95
363941 272 284 484 512 \$74.95
363801 278 290 498 527 \$74.95
FORD 352-300-406-427-458 (16/11)
343971 248 260 469 501 \$84.95
343901 260 272 501 533 \$84.95
343941 272 284 533 563 \$84.95
343801 278 290 548 580 \$84.95
FORD 429-460
353901 260 272 487 518 \$84.95
353941 272 284 518 547 \$84.95
OLDS 260-300-350-400-455
803901 260 272 456 489 \$84.95
CHRYSLER 273-340-360-318 (6/11)
693971 248 260 400 427 \$84.95
693901 260 272 427 454 \$84.95
693941 272 284 454 480 \$84.95
693801 278 290 467 494 \$84.95
CHRYSLER 350-383-400-413-426 (W/44)
643971 248 260 400 427 \$84.95
643921 260 272 427 454 \$84.95
643941 272 284 454 480 \$84.95
643801 278 290 467 494 \$84.95
PONTIAC 350-389-400-455 (5/11)
263971 248 260 400 427 \$84.95
263901 272 284 454 480 \$84.95
263941 272 284 454 480 \$84.95
263801 278 290 467 494 \$84.95

CRANE MUSCLECAR CAMSHAFTS OF THE 60's

Factory High Performance grinds for most popular V8 engines.

Your Low Price **\$64.95**

Except 348-409 Chevy • \$134.00

VALVE TRAIN ACCESSORIES

Hi-Performance Heat-Treated Valve Keepers
Your Low Price **\$4.95** Set

Chrome Moly Retainers

Your Low Price **\$39.84** Set 16

Rock-Arm Adjusting Nuts for Street Type Rocker Arms

Your Low Price **\$19.95** Set

Chrome Moly Screw-In Rocker Arm Studs

Your Low Price **\$44.95** Set

Push Rod Guide Plates

SB Chevy \$19.92 Set
BB Chevy \$29.92 Set
SB Ford \$29.92 Set
351C Ford \$29.92 Set
429-460 Ford \$29.92 Set

HEADERS, MUFFLERS & EXHAUST SYSTEMS

HEADERS

HEDMAN from \$79.95
HOOKER from \$109.95
THRU SH \$64.95

MUFFLERS

THRU SH Turbo \$10.95
HOOKER Comp Turbo \$19.95
HOOKER Super Comp Turbo \$27.95
THRU SH Red Buller Glasspacks 16" \$16.95
THRU SH Red Buller Glasspacks 24" \$18.95
THRU SH Red Buller Header Glasspacks 16" \$16.95
THRU SH Red Buller Header Glasspacks 24" \$19.95

DUAL EXHAUST SYSTEMS

HOOKER Duals for Stock Manifolds \$98.95
HOOKER Duals for Headers \$89.95
HOOKER Universal Duals \$109.95

RHOADS CAM & LIFTERS KIT

Smooth Idle with Pulling Power to 6500 RPM for 4x4s, Trucks, Motor Homes, Towing Vans, and Cars — for all-round Performance & Fuel Economy

SB Chevy **\$159.95**
SB Ford **\$169.95**
SB Mopar

CRANE CAMS

ECONOPOWER CAMS

INCREASED LOW-END AND MID-RANGE TORQUE PLUS UPPER RPM POWER • IMPROVED THROTTLE RESPONSE

FROM \$69.95

AMC (16 Up) 296-304-360-390-401

863901 248 272 455 484 \$84.95
863941 272 284 484 512 \$84.95
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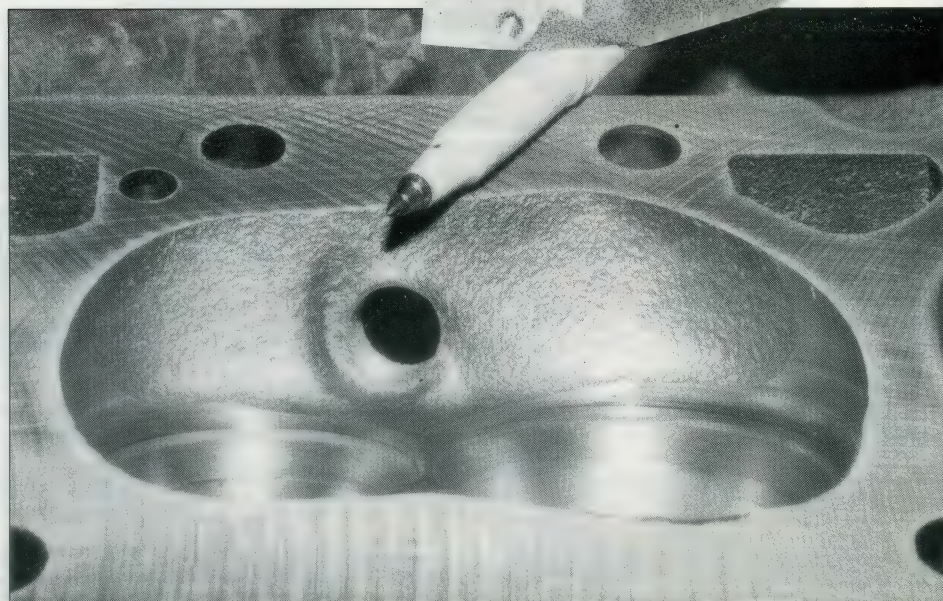
Head of the Class

A Look At Chevy And Dart II Cast-Iron Heads

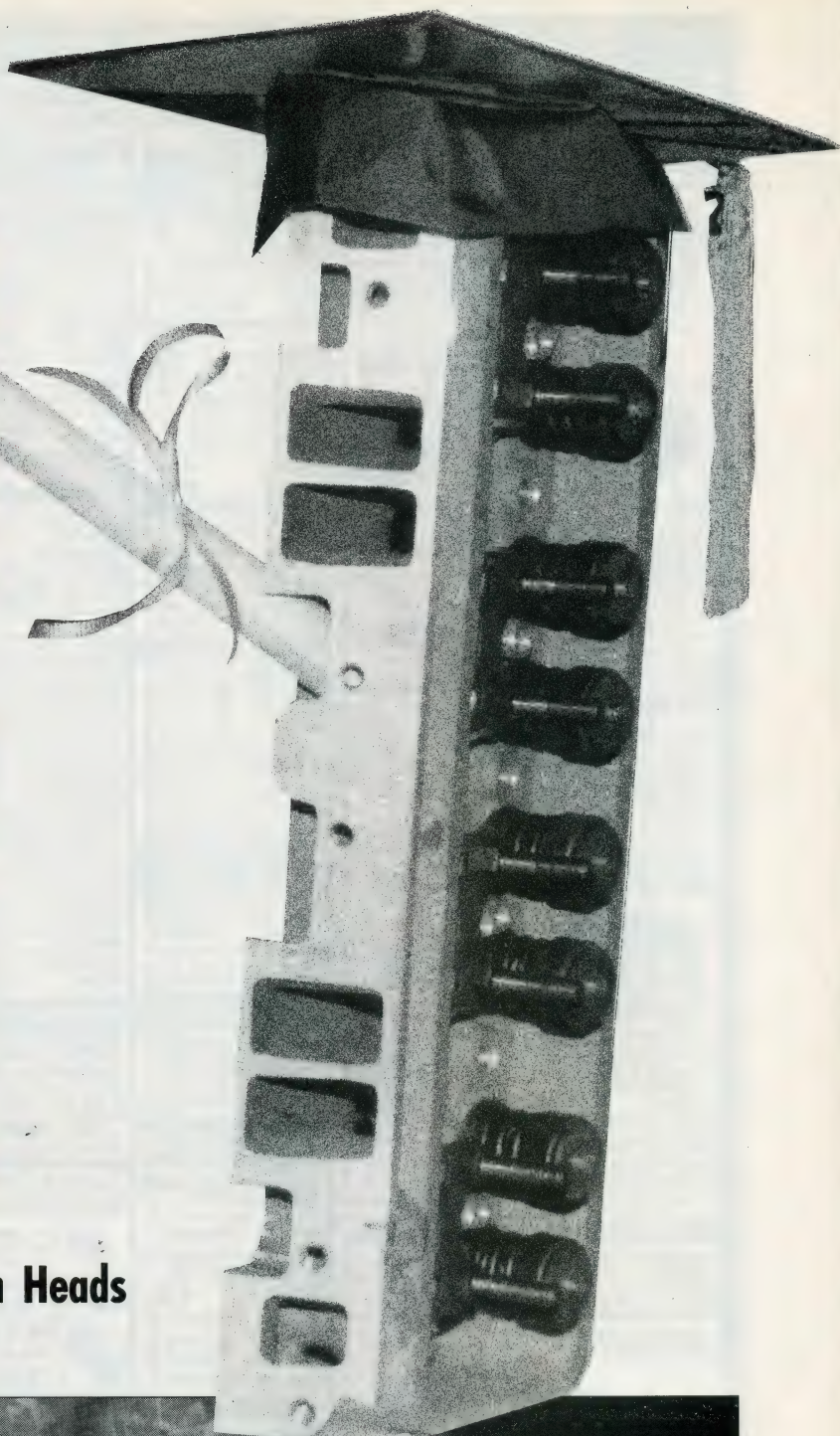
By Jim Losee

Power. Airflow. These two words go hand-in-hand when talking about cylinder heads. The *volume* of air that goes in and its degree of *efficiency* are the key to making power. But, one should not forget that the other key to making power is how effectively the used gases are expelled from the chamber.

There are several sources on the market today that have aluminum replacement heads for the small-block Chevy, but only two offer replacement cast-iron heads for street performance use. One is the Chevy dealer's parts department, and the newest



One difference between the Dart II head and the Chevrolet head is that the Dart II has an angled spark plug location in the chamber. It's definitely worth some power upstairs.



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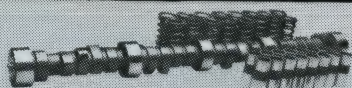
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Cam No	Int	Duration	Ex	Valve Lift	Type
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350802	284	284	453	453	Hyd
350804	314	314	456	456	Solid
350806	306	306	447	447	Hyd
350807	323	329	471	488	Solid
350808	325	332	490	512	Solid
350818	294	294	428	428	Solid
350820	266	266	414	414	Hyd
350835	292	292	480	480	Hyd
350840	292	288	450	460	Hyd
350848	280	290	443	465	Hyd
350850	270	280	420	443	Hyd
Big Block Chevrolet 396-402-427-454					
454811	336	316	519	515	Solid
454812	308	328	517	523	Hyd
454836	292	292	563	563	Hyd
454849	280	290	519	546	Hyd
454851	270	280	493	519	Hyd

Small Block Ford 221-260-289-302-351W					
112800	310°	310°	459	459	Solid
112801	288°	288°	460	460	Hyd
112808	318°	320°	508	508	Solid
112822	292°	292°	512	512	Hyd
112831	280°	290°	472	496	Hyd
112834	270°	280°	448	472	Hyd
Ford 351C-351M-400					
112803	290°	290°	505	505	Hyd
112835	270°	280°	484	510	Hyd
112836	280°	290°	510	536	Hyd
112846	313°	323°	555	581	Solid
Ford 352-390-406-427-428					
112842	270°	280°	484	510	Hyd
112837	280°	290°	510	536	Hyd
112823	292°	290°	554	554	Hyd
112822	300°	300°	512	512	Hyd
112813	270	324	500	500	Solid
Ford 429-460					
112839	270°	280°	490	516	Hyd

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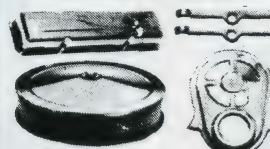
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427 Big Block Chevy	\$279.00	\$199.00
454 Big Block Chevy	\$349.00	\$199.00
289-302-351W Ford	\$229.00	\$139.00
351C Ford	\$229.00	\$159.00
351-400-400M Ford	\$229.00	\$159.00
390 Ford	\$229.00	\$169.00
460 Ford	\$289.00	\$189.00
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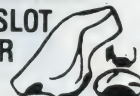


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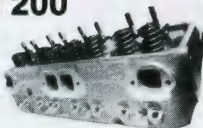
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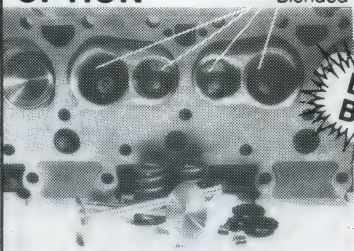
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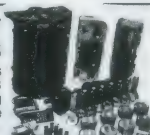
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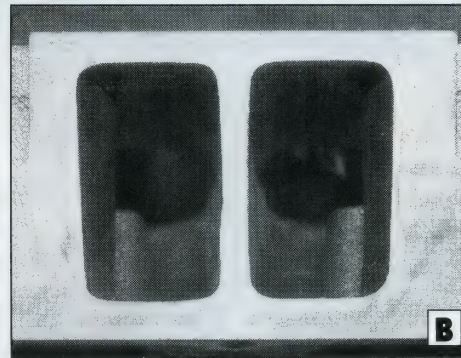
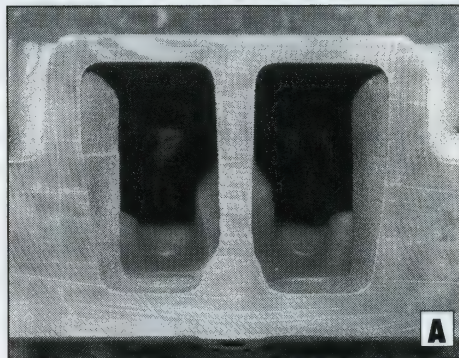
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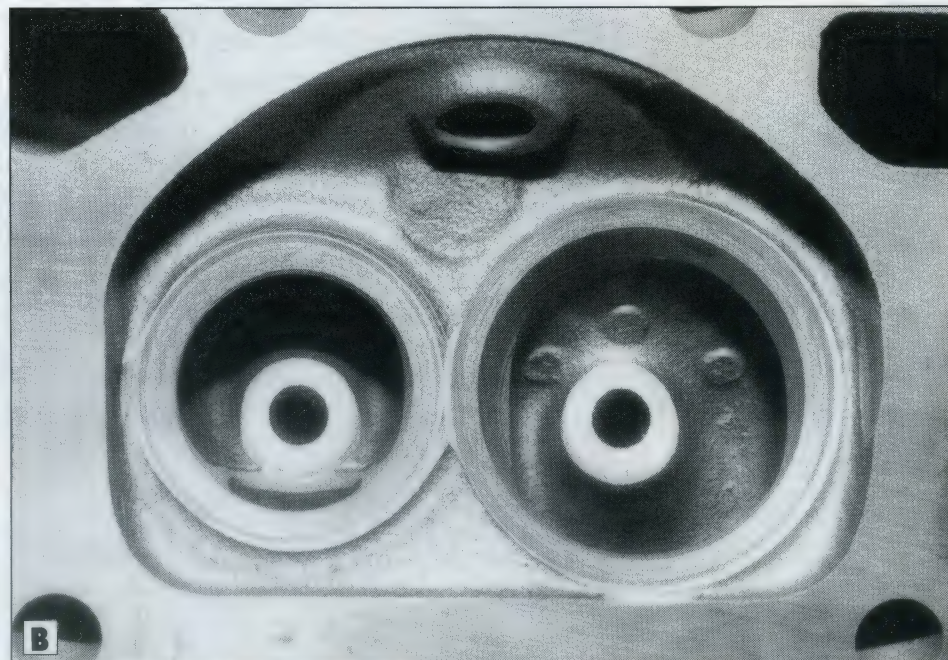
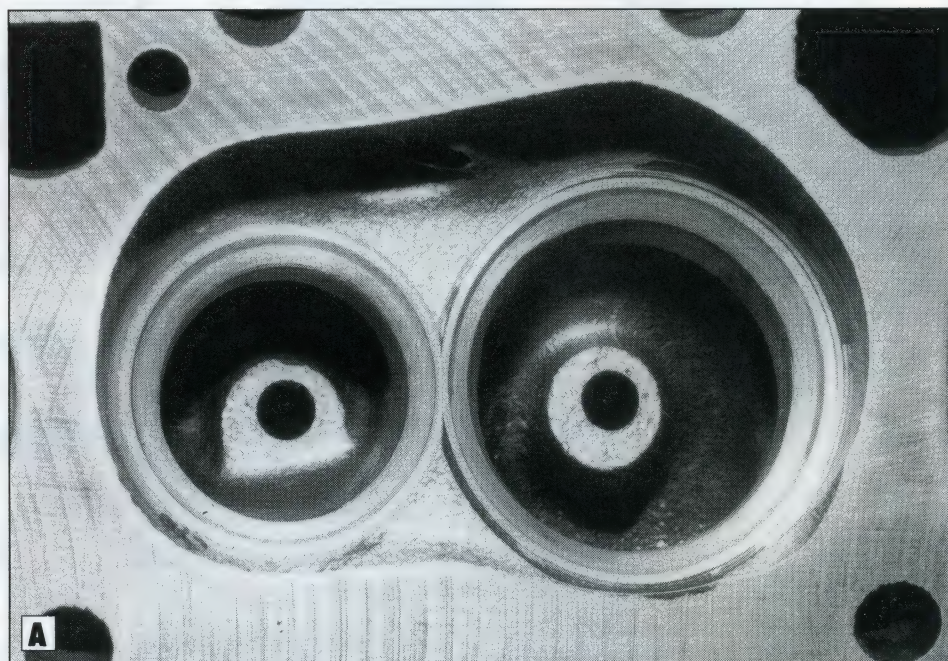
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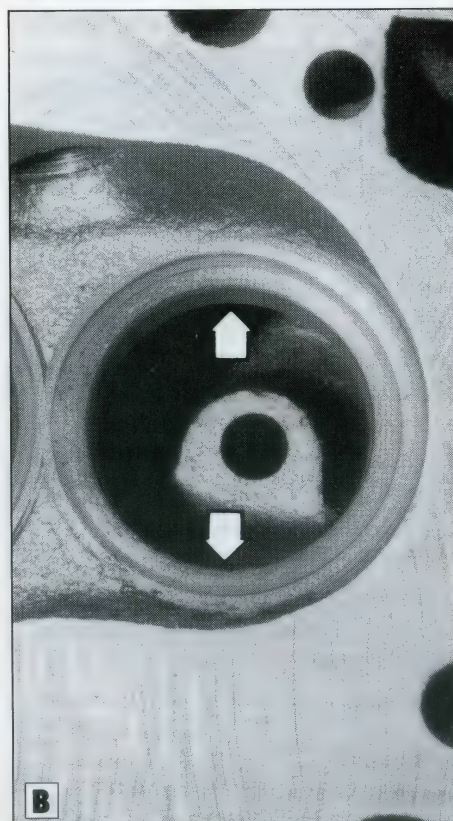
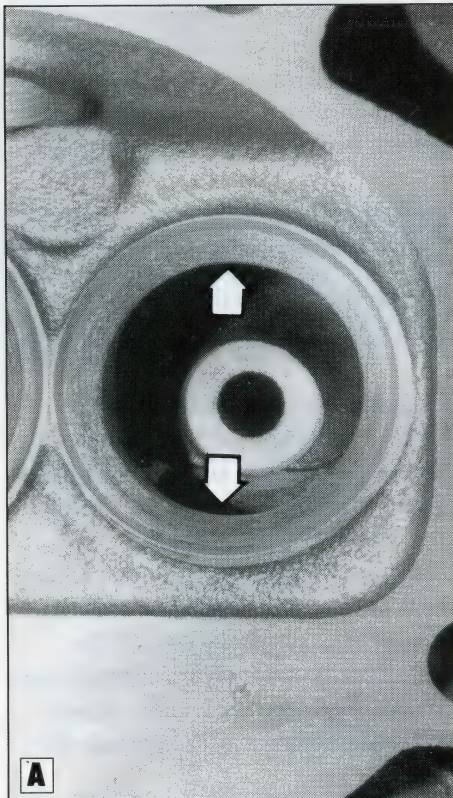


Intake port comparison between Chevy head (A) and Dart II (B). The smaller factory port works well up to 0.400 inch and after that the Dart II comes on strong, especially at 0.600-inch valve lift and above.



Even though the Dart II head (A) looks like it has a much smaller combustion chamber than 72cc, the Chevrolet head (B) appears to be just the opposite with its 76cc chamber. The Chevy head has a shallower chamber and higher valve placement than the Dart II.

source is Bill Mitchell's Hard Core Racing Parts that features the World Products' Dart II cast-iron head. The Dart II is available with straight or angled spark plugs, 64cc or 72cc combustion chambers, and intake ports with either 180cc or 220cc volumes. All Dart II heads feature 2.02-



The Chevy head (A) has an 0.080-inch-smaller diameter exhaust throat than the Dart II head (B). Even with this handicap, the Chevy head, at least on the flowbench, outflows the Dart II all the way through the valve lift range.

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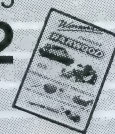


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FLOW DATA

TEST	GROSS VALVE LIFT						
	0.100	0.200	0.300	0.400	0.500	0.600	0.700
DART 220cc (Exhaust) Leak .0	18.0	32.0	39.0	39.5	40.0	40.5	40.5
DART 220cc (Intake) Leak .0	23.5	42.0	61.5	69.0	73.5	76.5	78.5
DART 180cc (Exhaust) Leak .0	17.8	32.0	40.7	42.0	45.7	46.5	46.8
DART 180cc (Intake) Leak .0	23.3	41.5	60.5	71.8	75.3	75.5	75.5
GM 163cc (Exhaust) Leak .0	19.5	38.0	46.0	47.0	47.5	48.0	48.0
GM 163cc (Intake) Leak .0	24.0	45.5	62.0	69.5	70.0	72.0	72.5

Valves:	O.D.	Face Angle	Face Width
Intake	2.020	45°	0.060
Exhaust	1.600	45°	0.070

Ports:	Throat	Seat I.D.	Width	Angles
Intake	60°	2.020	0.060	30°×45°×60°
Exhaust	60°	1.600	0.070	30°×45°×60°

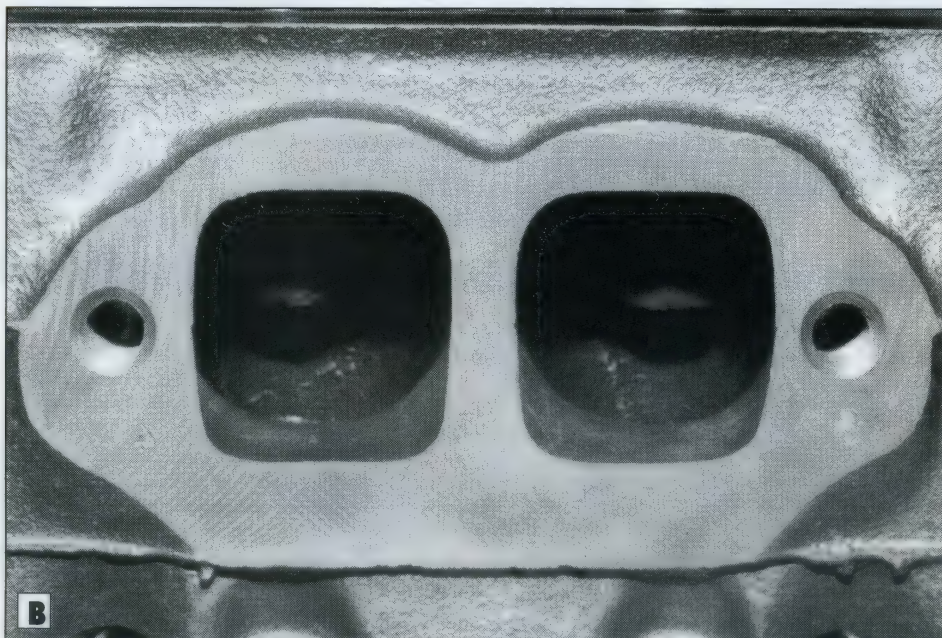
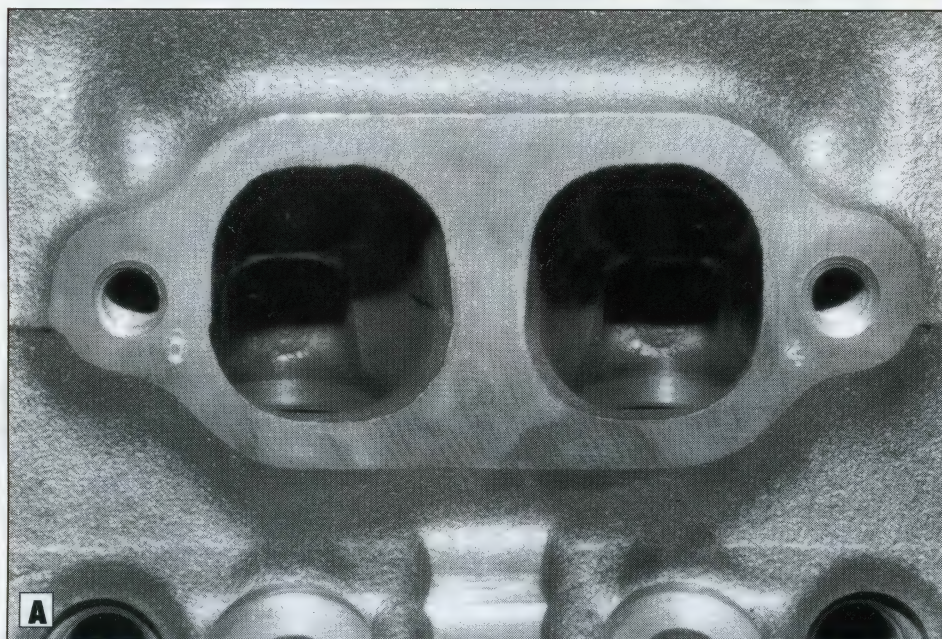
All tests performed June 13, 1989 by Tom Fujita and Rick Kempf

inch intake valve seat diameter and a 1.60-inch-diameter exhaust seat.

The Dart II head has several features that aren't offered on the factory head, such as a 0.400-inch-thick deck surface for increased stability, cast intake and exhaust ports that require very little modification, valve-spring pockets that can be widened up to 1.625 inches, fully machined rocker cover rails that help prevent the cover gasket from leaking, and special steel exhaust valve seats for

PRICING

Chevrolet Heads, #464045\$690 a pair including studs and guideplates
Dart II Heads, any configuration.....\$549 a pair bare; \$849 assembled with springs, stainless valves, studs, and guideplates



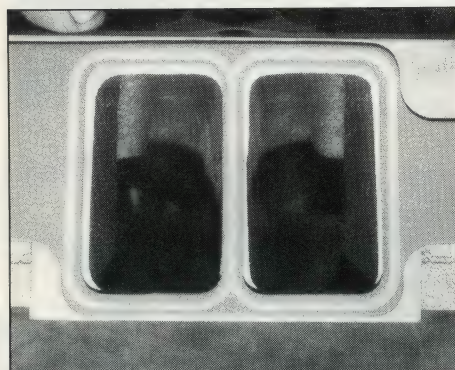
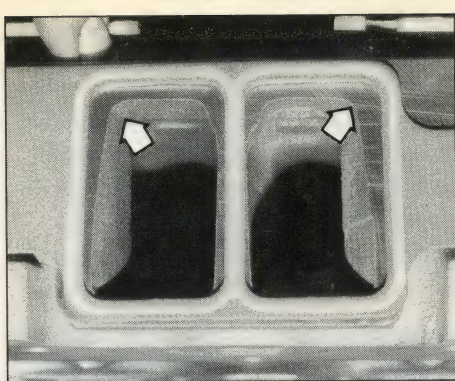
Exhaust port comparison shows the Chevy (A) has a much rounder shape and isn't nearly as concentric as the Dart II casting (B). Flowbench numbers show the Chevy port stop increasing flow at about 0.500-inch valve lift, yet are still ahead of both Dart II heads.

compatibility with unleaded fuel. There's also exhaust heat cross-over cast into the head, but in order for it to be functional, it must be drilled out. The roof on the intake ports have been raised and widened to help the mixture flow along the bottom side, or short turn radius, of the port. This modification helps mixture flow at the larger valve lifts where bigger horsepower numbers can be made.

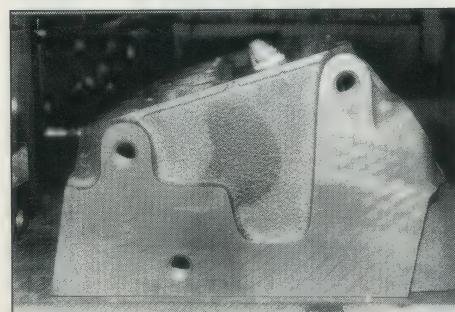
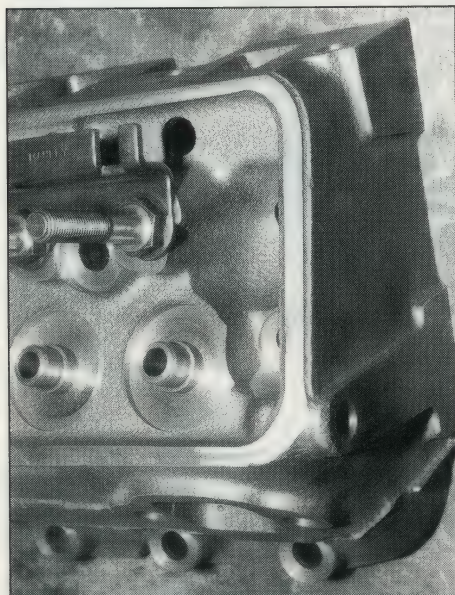
Chevrolet offers a very limited variety of replacement cast-iron heads for the street performance enthusiast. There are basically two different cast heads. Both have straight spark plug locations; one has a 64cc combustion chamber and the other has a 76cc chamber. The 64cc head is designed for leaded fuel and the 76cc version with its hardened valve seats is designed for unleaded. Both Chevy heads come with screw-in studs and guideplates along with 2.02-inch intake and 1.60-inch exhaust valve diameters. These heads have intake runner volumes of 163cc along with exhaust heat cross-over passages.

Because the Chevy and the Dart II heads are so close in many respects, we thought it might be a good idea to investigate which would be better in a street application. The comparison would involve testing the flow bench to show the best at a particular valve lift and rpm range.

Because the quality of today's unleaded premium fuel realistically only allows for a 9.5:1 compression ratio,



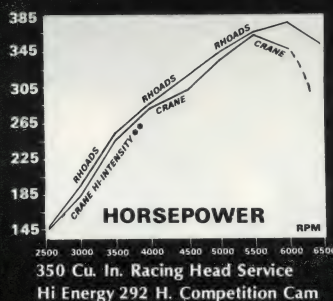
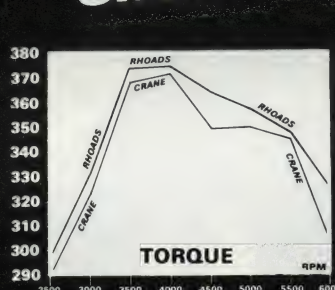
Notice how small the stock Chevy intake port is (arrows) using a Fel-Pro intake gasket as a template. The Dart II head on the other hand is almost perfect in its as-cast shape. Higher flow velocity at low-end benefits Chevy unit; however, Dart II flows much better above 0.500-inch valve lift.



Dart II heads come with all necessary bolt holes drilled and tapped to fit any year small-block engine. Another really great feature is the fully machined valve cover gasket rail surface. This little machining step helps to prevent those annoying valve cover oil leaks.

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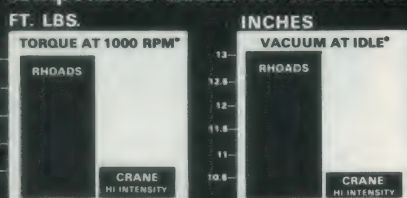
Only Rhoads Lifters have the patented Accu-Groove which automatically adjusts the lift and duration of your camshaft for a super wide power band. Crane's unpatented design is simply a regular lifter with a sloppy fit plunger. We've engineered more torque, more vacuum and higher RPM performance into every set of Rhoads Lifters and the Accu-Groove is the reason we can do it.

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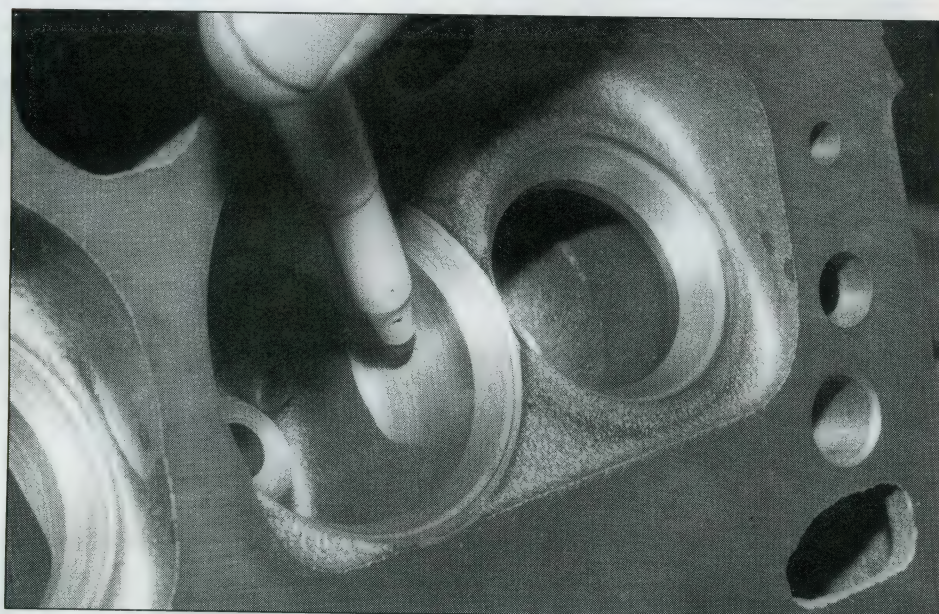
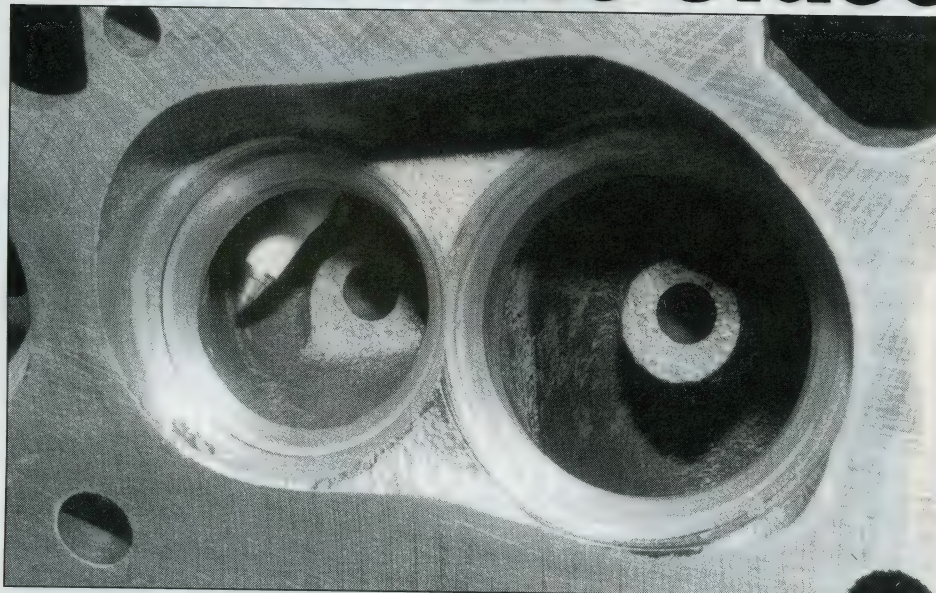
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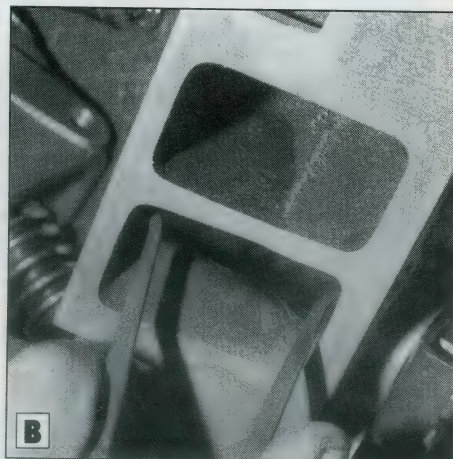
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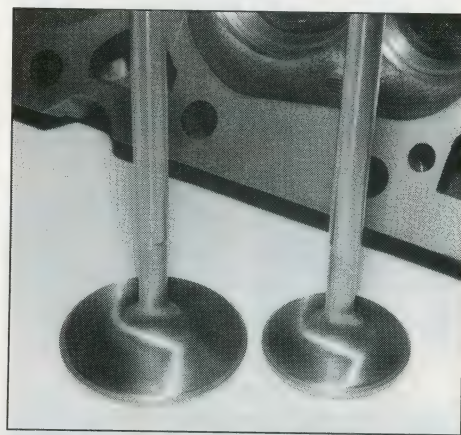


Bowls, chambers, and ports on all heads were left as-cast for this test to simulate an out-of-the-box comparison. Rick Kempf and Tom Fujita of Port Flow Design in Carson, California, did the multi-angle valve jobs and were responsible for all the flow bench testing. They both checked all heads to verify that numbers shown are correct.

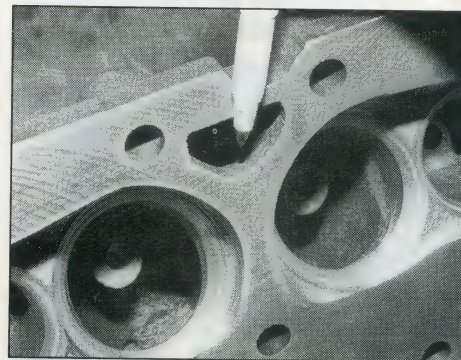


The 180cc intake port Dart head (A) is substantially smaller than the 220cc version (B). The 220cc head works well on race engines and large-cube street engines with a big cam and free-breathing exhaust.

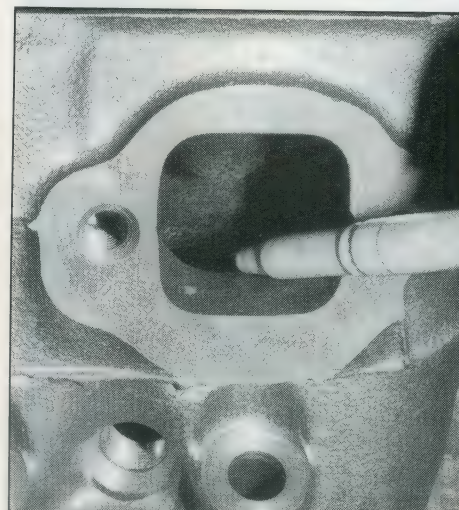
each head for our comparison had to come with the biggest available combustion chamber. In the case of the Chevy head, it was 76cc, and for the Dart II head it was a 72cc chamber. Both heads were equipped with Manley ProFlow 2.02-inch intake and 1.60-inch exhaust valves. The Manley valves were chosen because they rep-



Manley supplied us with their Pro Flow stainless steel valves for both the intake and exhaust. Utilizing undercut stems at the head increases the flow while swirl-polishing the head increases mixture density. Manley quality is outstanding.



The World Products' Dart II head has a 0.400-inch-thick deck surface to help prevent the deck from moving, thereby increasing head gasket sealing and increasing overall head strength.



One reason Port Flow Design thinks the Chevy head outflowed the Dart II head so much on the exhaust side is this fairly square and long radius on the short side, or floor, of the exhaust port.

resent state-of-the-art in stainless steel valve technology, and they happen to flow better than any valve we've tested.

The only modification done to each head was a standard street three-angle valve job that features 30-, 45-, and 60-degree angles. The reason for doing only the valve job was that a majority of people will just bolt these heads on right out of the box with no other work being performed. All valve seat work was performed by Rick Kempf and Tom Fujita of Port Flow Design in Carson, California. Rick and Tom also performed individual flow bench tests on each head to verify the numbers reached by the other. Their flow bench is the same one used to develop the W2 and twin-plug Hemi heads and it was recalibrated after each set of Chevy heads was flowed.

An interesting twist to this test is that we tested both the 180cc and 220cc intake runner heads from Dart II. These runners are much larger than the 163cc intake ports found on the Chevy head (#464045), and pass more air and fuel at the upper range of the valve lift and rpm scale, thereby making more power at a higher rpm than the Chevy head.

The results speak for themselves. For a street engine with no more than 0.500-inch valve lift and a 5000-rpm redline that will be corked up most of its life, the Chevrolet heads perform very well. For a more radical street engine with more cam and a 6500-rpm limit the Dart II 180cc heads work very well. For a race engine or a big-inch street engine with a lot of cam and compression, the only way to go is with the Dart II 220cc. And one important point that has to be mentioned here is that these heads were run straight out of the box with no porting or other modifications. To maximize the potential of the Dart II heads, it is recommended that these heads have a minimum of a street pocket and bowl job done along with a gasket match. ☐

SOURCES

Dart II Heads:
Bill Mitchell Hard Core
Racing Products
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Ford 351C	1175.00	680.00	2295.00	1145.00	2695.00	1395.00	3195.00	
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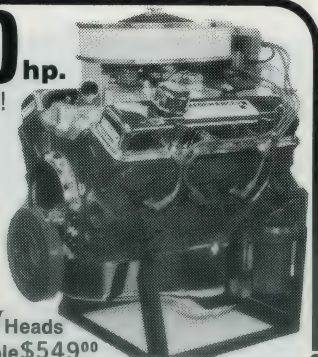
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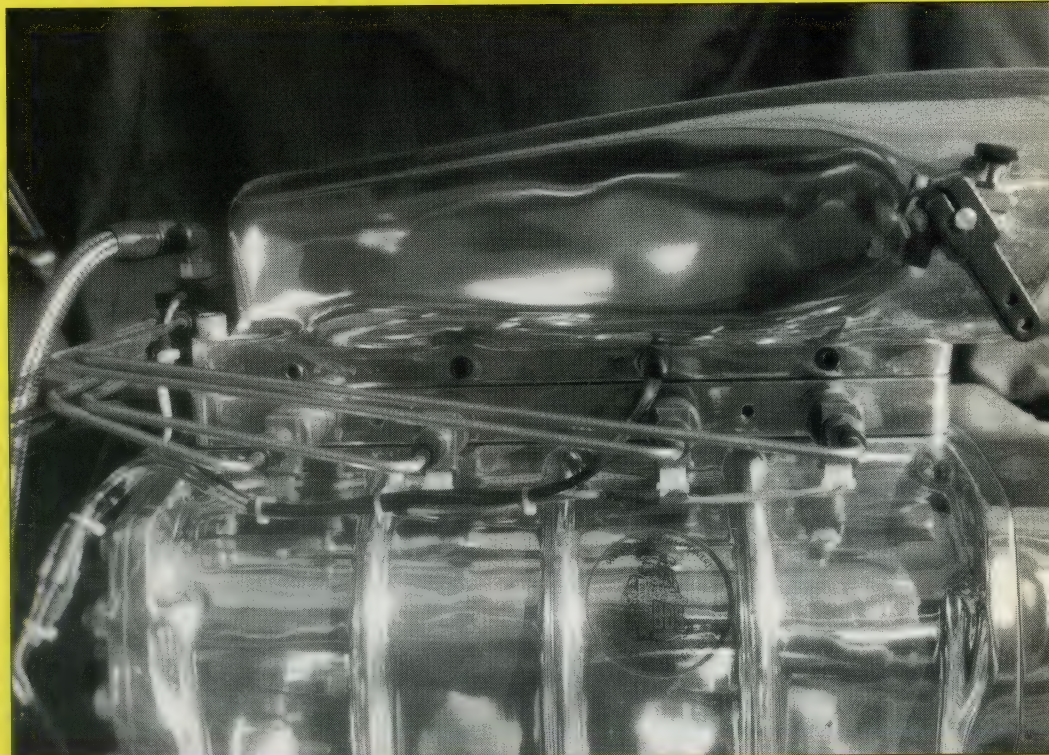
HIGH-TECH INJECTION FOR HUFFERS

**BDS's New Electronic Fuel
Injection For Superchargers**

By Jim Losee

What can you say about electronic fuel injection? Nothing bad, that's for sure. It precisely meters the amount of fuel needed at a certain engine rpm and operating condition. It allows the least amount of fuel to be used to produce the greatest power, making the engine more efficient. Another benefit of EFI (Electronic Fuel Injection) is that increasingly precise metering of fuel reduces emissions. All of the above are definite bonuses to the street enthusiast, but generally relegated to the normally aspirated street engines . . . until now, that is.

For those of you who don't know who BDS is, the name, Blower Drive Service, says it all. These people build and rebuild more Roots-type superchargers for the street enthusiast than anyone around. Most BDS



This is the current BDS EFI set-up for supercharged engines up to 500 cubic inches. Half the injectors are utilized at up to 80% of their capacity initially, and then the other injectors are turned on for enrichment.

INJECTION

BDS street blowers use either a single or dual four-barrel carb set-up, depending on the size of the supercharger. The carburetor of choice is the Holley double-pumper modified to run properly for a supercharged street application.

These carburetors are great metering devices, but in this age of electronics, EFI is a better way to dispense the proper amount of fuel, even in a supercharged engine. The problem has always been that the electronic injectors weren't big enough to handle the amount of fuel required, and an electronic control package designed exclusively for use with a supercharged engine wasn't available. Obviously, BDS had a vested interest in such a system.

Coming up with the mechanical hard parts of an EFI system for a supercharged engine didn't cause

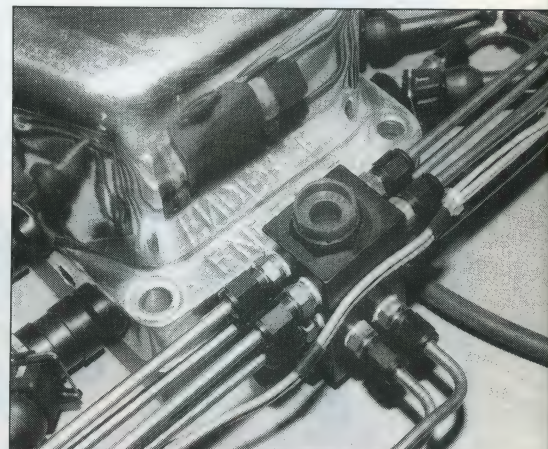
BDS to break into a sweat. Machining the holder/spacer for the injectors wasn't a problem, and running the hard lines for the injectors and converting the injectors to accept a -3 AN fitting wasn't much of a problem, either. The inlet and outlet lines for the fuel block that handles the hard lines are sized to -8 AN to guarantee enough fuel to the injectors. With readily available data, the right size injectors were found.

(Knowing the fuel requirements for a specific engine size with a supercharger determines the number of injectors needed.) It was found that engines up to 500 cubes would only need eight injectors to run properly, while engines over 500 cubes require 12 injectors. Supplying air to the engine isn't much of a problem either, as the bug catcher injector scoops being used with this system pass over 3200 cfm of air.

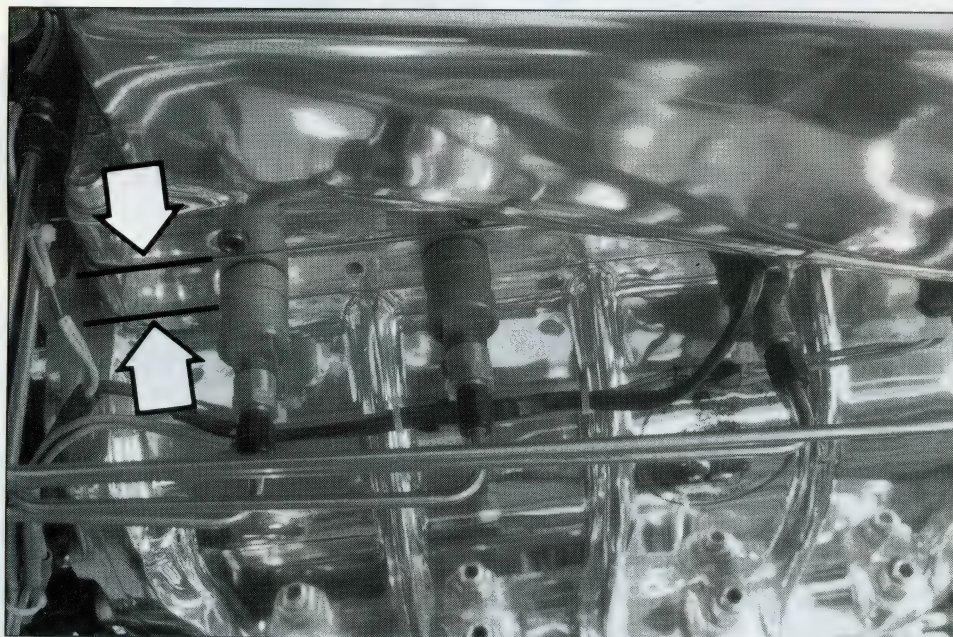
Pumping the fuel from the tank is done with two high-pressure electric

pumps for up to 500 cubes; above that, three pumps are used. To regulate the fuel pressure, one regulator is used on the twin pump set-up, while two regulators are used on the tri-pumps. There are also high-flow, low-restriction filters that use -8 AN fittings to ensure a clean fuel supply to the injectors.

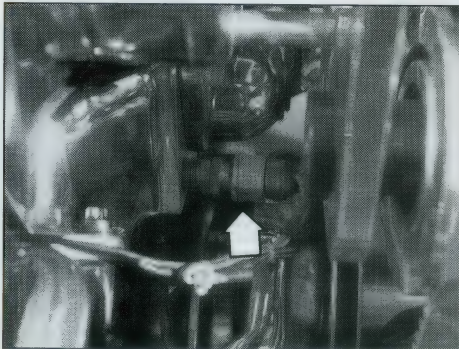
The real catch to this neat EFI concept was the electronic software



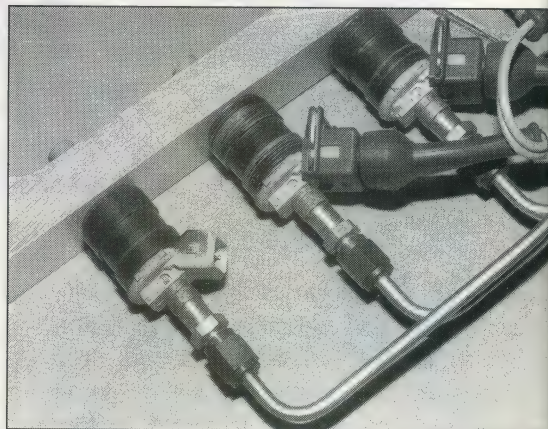
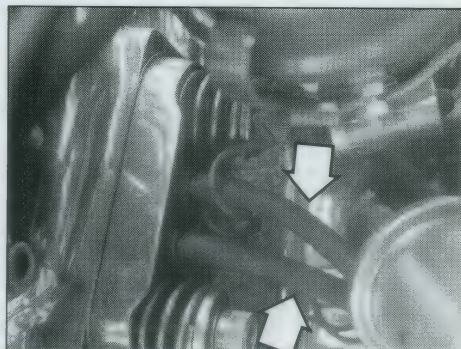
The inlet and outlet lines for the EFI are -8 AN to provide adequate fuel delivery. The system for up to 500 cubic inches uses two high-pressure electric fuel pumps, while three pumps are necessary for over 500 cubes.



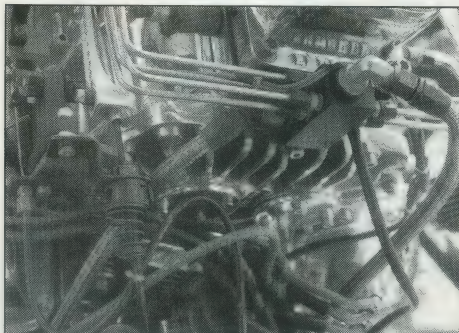
The injector baseplate adds only 1 inch to overall height of blower assembly. There are two separate wiring harnesses for each set of injectors that connects to a common plug.



The BDS/DFI electronics have most of the same sensors used in a normally aspirated EFI system. Shown are the water temperature sensor and the vacuum lines going to the manifold absolute-pressure sensor. A full complement of sensors is included in the kit.



In order to run -3 AN fittings and hard lines at the injectors, BDS modifies the injector with a specially machined brass adapter. All this is done in-house at BDS, and each injector is flowed to ensure its capacity.



Even though it is not currently incorporated into the software package by Digital Fuel Injection now in use, the system will call for the use of a small cap HEI ignition and a knock sensor to help prevent any engine damage due to detonation and backfire.

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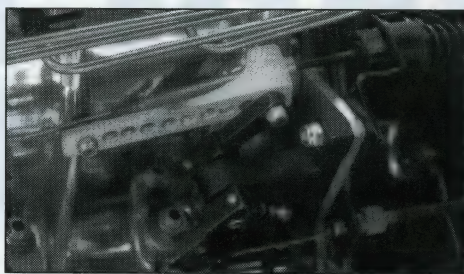


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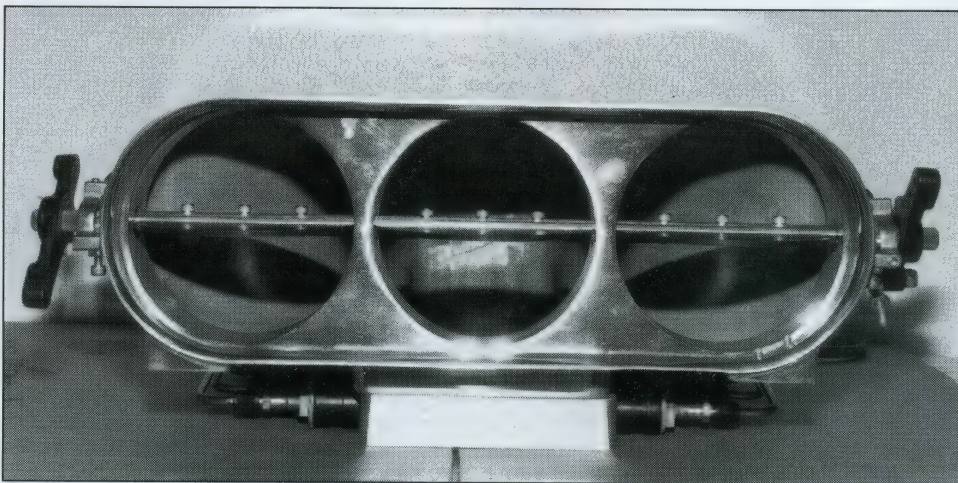
INJECTION



Among all the throttle and transmission cables is a throttle position sensor that tells the ECM (Electronic Control Module) the angle of throttle opening in milli-volts.

and hardware package. No one had ever gone this far with an EFI system for a blown engine, and after talking with some electronics manufacturers and getting some samples, BDS was almost ready to shelve this great idea. But in the nick of time, the folks at Digital Fuel Injection in Farmington Hills, Michigan, came up with a package that modified most of the software from a normally aspirated EFI system to enable it to work on a supercharged engine.

All the sensors and related hard-

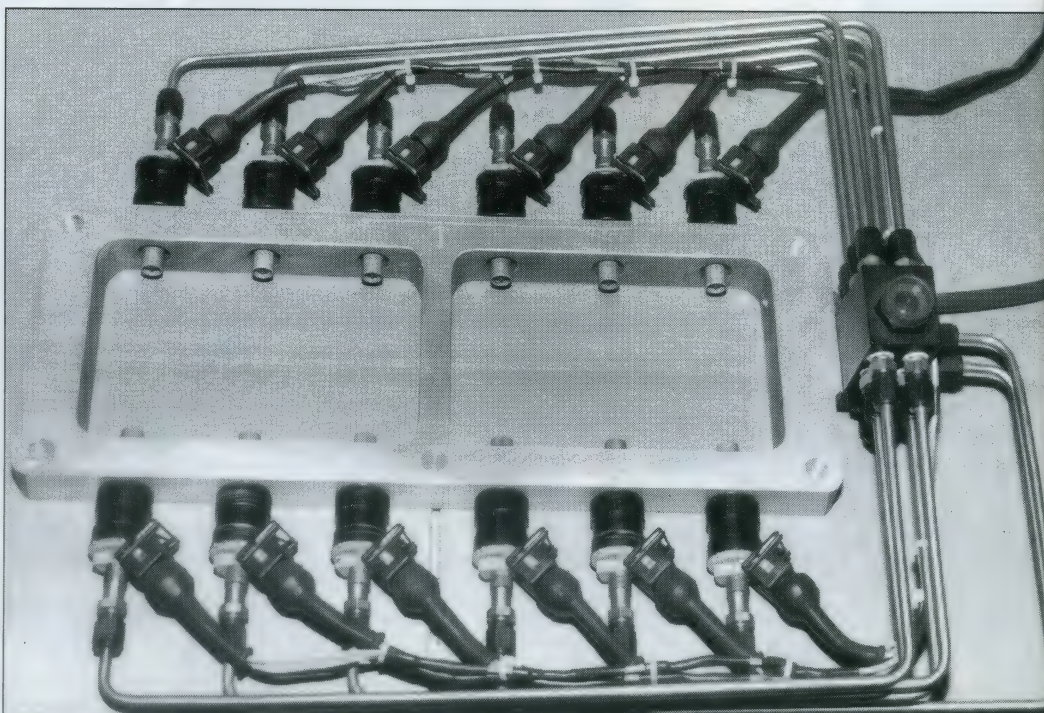


To provide the supercharged engine with enough air, BDS uses an Enderle "bug catcher" scoop which allows over 3200 cfm of air to be ingested at WOT (Wide Open Throttle).

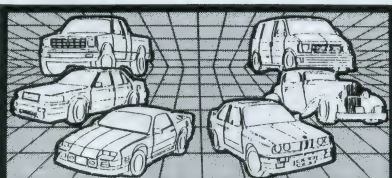
SOURCE

Blower Drive Service
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For engines that are over 500 cubic inches in size and that are going to be used at the track regularly, BDS uses this 12-injector assembly. Half the injectors are working at below 80% of their total capacity at idle. When the throttle is applied, the fuel flow is increased until 100% capacity is reached. When reached, the other six injectors are turned on for a total of 12 operating injectors.



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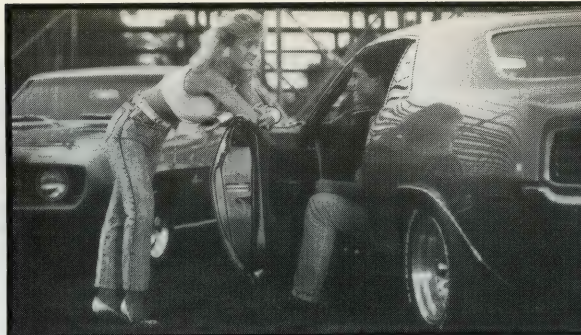
were incorporated into a normally aspirated EFI system are used with the BDS/DFI package. Water temperature, oxygen, throttle position, air temp, and manifold absolute pressure sensors are included in the kit, along with an IAC solenoid (used for cold starts) and the ECM (Electronic Control Module). With the electronic control package that's supplied with this kit, it's adaptable to almost any type of engine with a supercharger and is fully adjustable throughout the rpm band.

Another part of the electronic control package is the use of an electronically controlled ignition system that interfaces with a knock sensor. This would help preclude any blower hiccups and would increase engine longevity. This has not yet been incorporated into the system, but look for it in the future BDS supercharger EFI package.

To provide better idle control, half the injectors operate at up to 80% of their capacity at idle. When the pedal goes down, the other half of the injectors kick in and add enrichment to the engine. Another feature of this system is that it won't allow the engine to go below an air/fuel ratio of 14.7:1, which happens to be the optimum ratio for best power and fuel economy. BDS says at this time this system is for gasoline-fueled supercharged engines only, with the emphasis pointed at the Pro Street market.

For proof that this EFI system works, BDS installed it on their tow rig engine, a 468-cubic-inch big-block Chevy. At 3000 rpm this engine made 709 lbs-ft of asphalt-shredding torque, and at 5200 rpm it made 613 horsepower. It's now on the road racking up its annual 100,000 miles in a year.

To guarantee that the supercharger EFI system is going to be 100% right for the market, BDS is going to offer it only on their complete supercharged engine packages starting in January 1990, but after they have some more feedback from users, the kit will be offered for most makes of supercharged engines. Aftermarket fuel injection for supercharged engines? As one fuel racer told us, "Now it looks right." ☺



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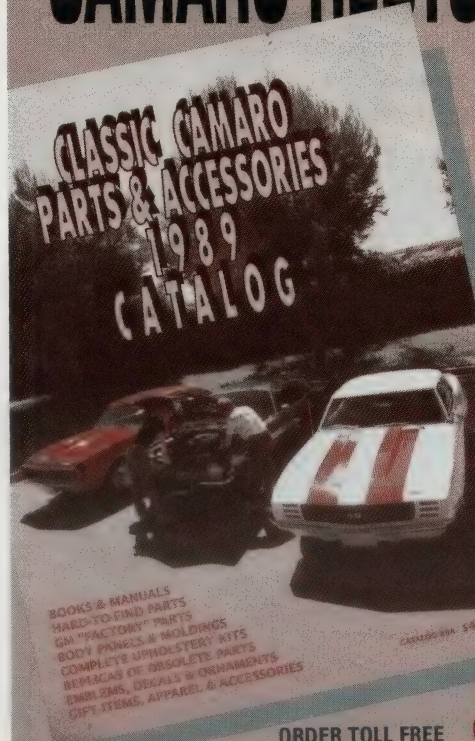
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Starting over

Don't Blame The Starter Motor When Your Big-Block Won't Turn Over

By Dev Anand

It's a warm summer night. After some serious cruising, you go to refuel. The throbbing 427 underhood shakes the gas station as you pull in. After filling up, you climb back into your Chevelle and turn the key. Click . . . then nothing. Your stomach drops.

Cranking up a large-displacement, high-compression street machine engine is no easy task. In the July '89 issue of CAR CRAFT, we looked at low-buck ways to upgrade the overworked starter. But many street machine starting problems are not the fault of the starter motor. Cranking problems in modified vehicles are often traced to causes like inadequate storage batteries, inadequate wiring capacity, poor electrical connections, and excessive heat. Let's look at how to improve the electrical end of things.

ASSAULTS ON BATTERIES

Everything starts with the storage battery, and battery capacity is measured in cold cranking amps (CCA). An old rule of thumb was 1 CCA for every cubic inch of displacement. In other words, a 350cid engine should have a battery rated at least 350 CCA. Today, consider that a bare minimum for any self-respecting street machine. With today's improved batteries there's no reason not to have 500 CCA or more. The more the better—there's no such thing as

“overkill.” And if you have a trunk-mounted battery or a killer megawatt stereo, buy the most powerful battery you can possibly afford.

To quickly check your battery's capacity, connect a voltmeter across the posts while cranking the engine. An absolute minimum of 9.6 volts is required, since that's what it takes to operate a conventional ignition system. Make sure that the cable terminals and battery posts are *clean* (remove them and use a wire brush on mating surfaces) and tight.

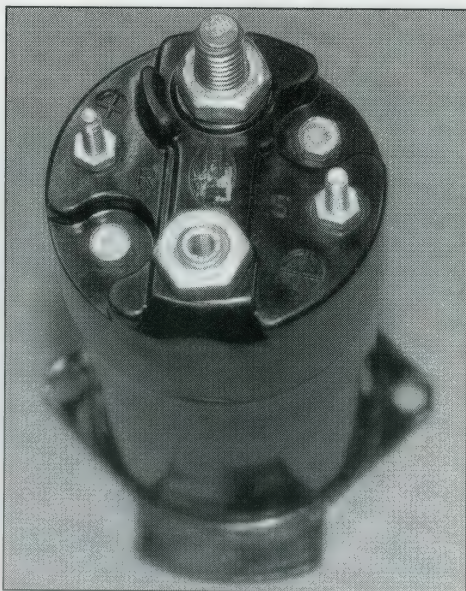
Some mysterious starting problems are caused by a battery with a weak or shorted cell. Check the cells with

a hydrometer. The reading should be over 1.250 and all the cells must give the same reading. If one or more cells is markedly different, get a new battery.

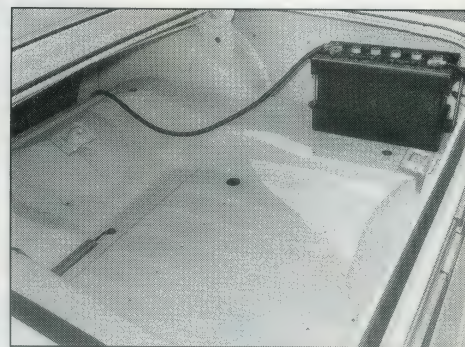
GET WIRED

Cable must be of heavy enough gauge to handle the current loads asked of it. The longer the cable or the greater the amperage, the heavier the cable must be. Cable capacity is a function of conductor size, as set by American Wire Gauge standards (AWG). Just remember, the *smaller* the wire gauge number the *greater* the conductor diameter and current-carrying ability. Wire gauges used in stock automobiles range from 18 to 2. Increasingly heavier cables are numbered 1, 1/0, 2/0, 3/0, and 4/0.

Insist on *all-copper* cables. GM



The starter-mounted solenoid is often the culprit in cranking problems in GM cars. The solenoid can draw as much as 40 amps through the ignition switch cranking circuit.



If you require long lengths of battery cable to turn that 514 under the hood, make sure its gauge is heavy enough to handle the current flow. If your battery is mounted in the trunk, don't dare overlook this. Many trunk-mounted battery kits have cable that is only marginal in capacity for this kind of application.

cars of recent vintage, and many cheaper aftermarket cables are *cop-per-clad* aluminum, not solid copper. Aluminum is not as good a conductor of electricity as copper, and has less heat resistance, too. And don't judge the capacity of a cable by the diameter of the cable insulation. Many cheap cables have ridiculously thick jacketing to give buyers the impression of a much heavier-duty cable. Check that AWG number on the cable itself.

Chassis and starter grounds are often overlooked. For current to flow, the electrons have to return to their point of origin. This means that the ground circuit cables flow just as much current as the positive (hot) side. If your negative battery cable grounds to the chassis and not the engine, you must install an additional ground cable to accommodate starter current draw. This should be a minimum of 6-gauge wire connecting the engine to the chassis.

WHEN YOU'RE HOT, YOU'RE HOT

Excessive heat is the primary culprit in the infamous General Motors "hot soak" starting problem—similar to the scenario at the beginning of this story. It affects starting in two ways: heat increasing the resistance of the electrical circuits, and mechanical problems from unwanted heat expansion.

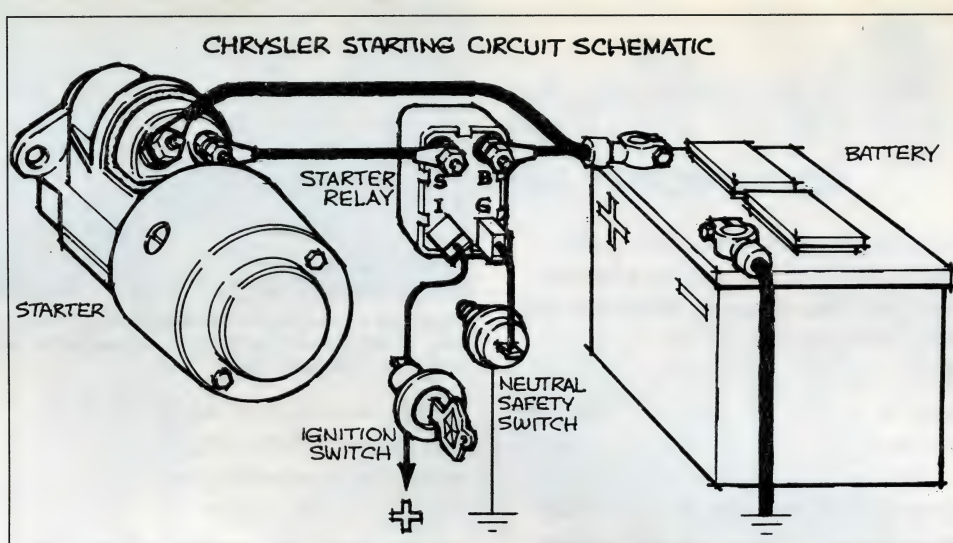
Older GM starter solenoids suffered from a bad internal connection at the "S" terminal when subjected to high temperature. A heat-resistant solenoid was released (PN 1114458) that has higher-quality windings and a shorter return spring. It can be identified by the brown insulator, and is the solenoid of choice.

Be wary of cheap, imported solenoids that come already installed

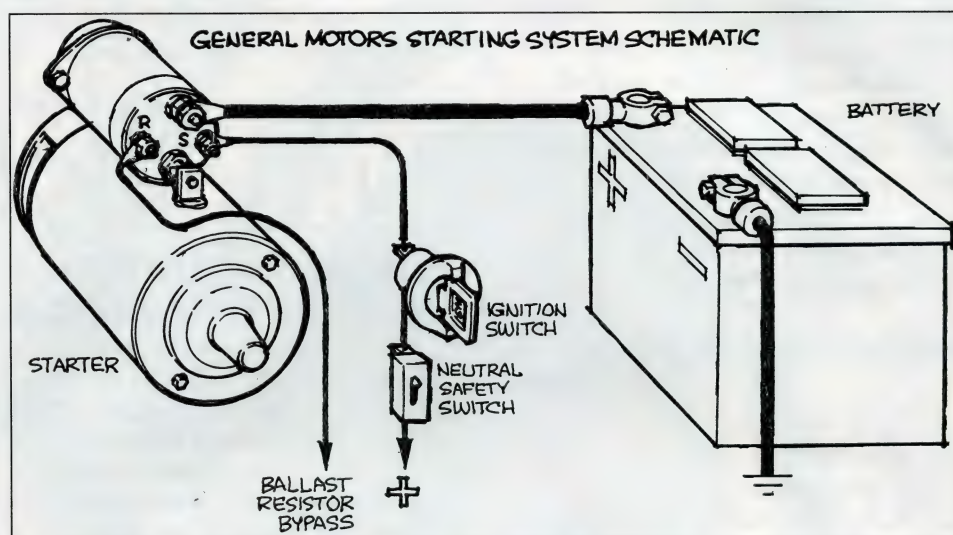
RECOMMENDED BATTERY CABLE GAUGES

CABLE LENGTH	STOCK V-8	MODIFIED V-8
5 FEET	4 GA.	2 GA.
8 FEET	4 GA.	2 GA.
10 FEET	2 GA.	1/0 GA.
15 FEET	1/0 GA.	1/0 GA.
20 FEET	1/0 GA.	2/0 GA.

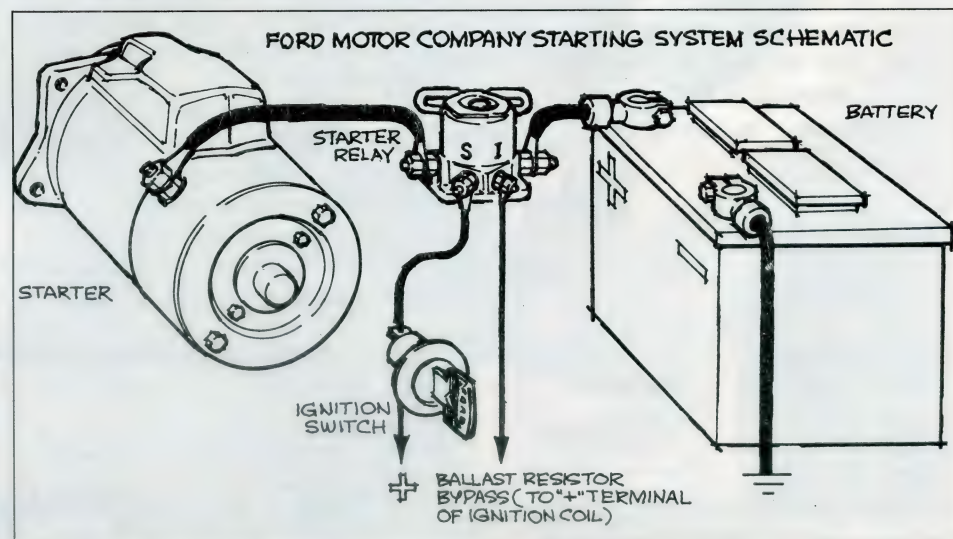
Use this chart when selecting new battery cables. Cable length shown is positive and negative cables added together. Using a cable that's too small will result in excessive voltage drop and may result in cranking problems. It's okay (and desirable) to use heavier cable gauges than those listed. There is no such thing as cable overkill.



The Chrysler system uses both a solenoid and a starter relay. The starter solenoid is durable and virtually trouble-free. Vehicle power feeds and current for solenoid are supplied through the starter relay, reducing servicing and heat problems. Note that the relay grounds through the "G" terminal, elegantly wired through the neutral safety switch.



The long, tortuous electrical path to the "S" terminal is the GM Achilles' heel. By the time the current reaches it, voltage has dropped significantly because of numerous switches, connections, and wire lengths. Note that the neutral-safety switch is wired in series with the ignition switch. GM also taps all vehicle feed wires off of the top starter solenoid terminal, making for some *long* circuits. Heat from the exhaust system doesn't help, either. Troubleshoot this by checking for a minimum of 8 volts during cranking at the "S" terminal. The "R" terminal is only used and/or present on non-HEI equipped vehicles.



Ford's simple system has proven to be reliable and easy to troubleshoot. The starter drive is kicked into mesh by a movable pole shoe inside the starter, rather than a separate (and trouble-prone) starter-mounted solenoid. Troubleshoot a no-crank problem by checking for voltage at the solenoid "S" terminal wire. Voltage for coil resistor bypass is present at the "I" terminal only during cranking.

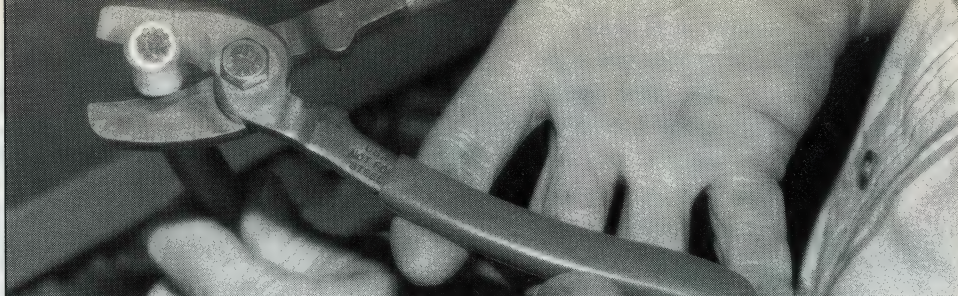
Starting over

on many rebuilt GM starters. Replace them with a quality aftermarket unit (like Accel or Standard Ignition Products SS-200) or a genuine Delco part. Do not cut corners by buying an inferior solenoid! You will regret it.

Starter heat shields are another area that is continually overlooked by street machiners. Those headers and high-compression pistons increase the heat rejection into the starter motor, solenoid, and wiring. Many late-model vehicles came with these, and are easily modified to fit in a musclecar. Chrysler owners should upgrade to the later-model, and slightly longer, 1.8-horsepower starter motor and use the factory heat shield available for it. Chevy owners can try PN 497418, which is a 454 truck heat shield.

NON-ELECTRICAL CAUSES

Slow or no crank troubles can be caused by other factors, too. One often-overlooked cause is having the static ignition timing too far advanced. The starter labors as the spark plugs ignite the mixture while the piston is still moving up in the bore. A quick way to check for this is by simply removing the coil wire from a point distributor and grounding it. On HEI-equipped vehicles, simply disconnect, but do *not* ground, the red wire on the "BATTERY" terminal of the distributor cap. Make sure no fuel or oil are



Don't get conned by impressive-looking but cheap battery cables. For trunk-mounted batteries try the 1/0 RADAFLEX available in most welding shops. This superior cable should always be cut with a special cable cutter.

present or they will catch fire and can explode. If the engine then cranks over normally, excessive advance is the culprit.

Freshly rebuilt engines often have cranking problems. It is usually caused by the combination of increased compression pressures, heavy valvesprings, and increased friction from new piston rings on a fresh

bore. Compounding the problem is the additional heat in the engine compartment.

As we have seen, the system supporting the starter is just as important as the starter itself. It pays to do it right the first time. Then you'll never again have to lament: "Here I sit, brokenhearted, Cannot get my Camaro started." ☹

WARNING! TRUNK-MOUNTED BATTERY HAZARDS

For decades, racers and street machiners have been relocating the battery to the trunk. Weight distribution, better traction, and accessibility reasons make this a desirable modification. But there are two dangers to watch for when moving the battery to the trunk.

The first is the risk of explosion. Always use an externally vented battery box. You can find these at any marine supply house. Route the vent hose from the box to the outside through the trunk floor. Batteries produce explosive and corrosive gas during charging—definitely not the stuff to have in your trunk!

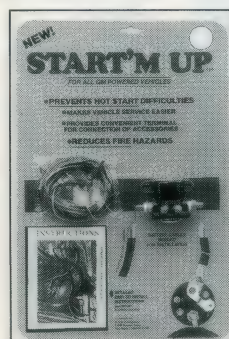
The second risk is that of an electrical fire. With the exception of the positive battery cable, every primary (12-volt) circuit in an automobile has some sort of current-limiting protection device. This means that if a positive wire should accidentally ground out (short cir-

cuit), a fuse, circuit breaker, or fusible link will break the current flow before the circuit wiring can catch fire.

In stock vehicles, the heavy battery-to-starter cable is usually quite short and carefully routed to prevent accidental shorts. But when the battery is in the trunk, this electrically live cable becomes 15 feet long, and is routed near hot exhaust pipes and moving suspension parts, and is vulnerable to kicked-up road garbage. If it should short to ground, you can bet there will not be a lot left of the car after it's finished burning.

To reduce the hazard, wire a Ford-style starter solenoid into the starter circuit as shown in the diagram. By mounting the solenoid *inside* the trunk near the battery, the heavy-gauge starter cable *under* the car is electrically dead except during actual cranking. This is a much safer circuit for street-driven cars, and greatly reduces the chance of an electrical fire.

When mounting the battery in the trunk, it's okay to route the ground cable to sheetmetal. But be sure to add another cable from the engine block to the chassis.

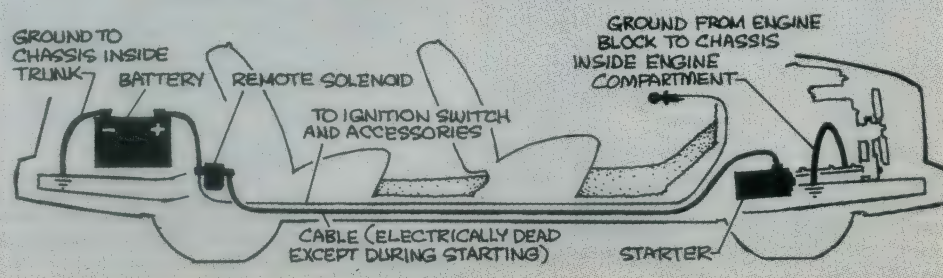


SOURCE

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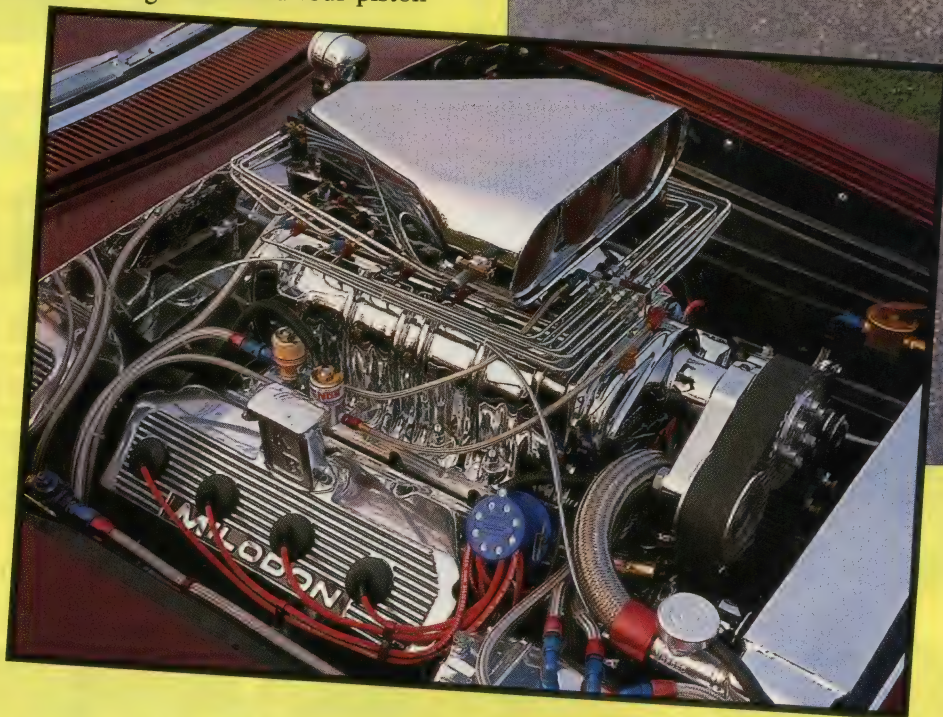
The quest: build the ultimate Pro Street car. No standard engine will do. Cookie-cutter Camaro sheetmetal? No way! Neil Jacobs' project would look deep into the world of drag racing, as well as his wallet, for a street car with some real racing heritage. But big meats tucked into tubbed wheelwells aren't the only symbol of Pro Street styling. Neil has hit the mark with a combination of race and street ingredients that make this Pro Stock-style Belvedere something special.

With one look at the pachyderm peeking out from between the Pentastar fenders, it's obvious that budget was of no concern to Neil. Displacing 496 cubic inches, the aluminum Keith Black Hemi features extensive water jacketing for street use and modification of the KB oil system, not to mention the camshaft gear drive and pre-luber. Yes, this powerplant with a quarter-mile nitromethane legacy is now a potent street performer. The crankshaft is a steel 4.250-inch-stroke component from Lunati with Brooks rods sliding an octet of 8.0:1-compression Childs & Albert pistons wrapped in Childs & Albert ZGS rings in the 4.280-inch bore. For fuel delivery, an Enderle fuel injection system modified by Neil rides atop the 10-percent-over-driven 10-71 Littlefield blower, producing 25 psi of boost. If that isn't enough forced induction, the 250-horsepower N.O.S. Fogger System sets Neil back into the seat just fine.


Once the pressurized mixture is delivered through the polished Cragar intake manifold to a pair of fine-tuned Dart aluminum cylinder heads, the Crower roller bumpstick takes

over. By cycling the valves into the chamber a total of 0.650 inch at a duration of 304 degrees, 16 triple K-Motion valvesprings are necessary to bring the stainless steel Dart 2.25-inch intake and 1.94-inch exhaust valves back into the lower atmosphere. Ignition is delivered via red Mallory Pro Wires from the Vertex magneto. The massive air pump then directs the combustion residue into chrome Hooker Competition headers, which empty into 3.5-inch O.D. pipe and four 3.5-inch diameter Flowmaster mufflers.

To deliver all this ungodly power, a push-button TorqueFlite shifter controls the TF-727 transmission. A menagerie of stout components including a 10-inch TCI 5800-rpm stall speed sprag-less converter and a Turbo Action Cheetah manual valve body route the power out back to the 4.89:1 ring and pinion set housed in a stout Dana 60 rearend, complete with Strange axles and four-piston



ULTIMOPAR



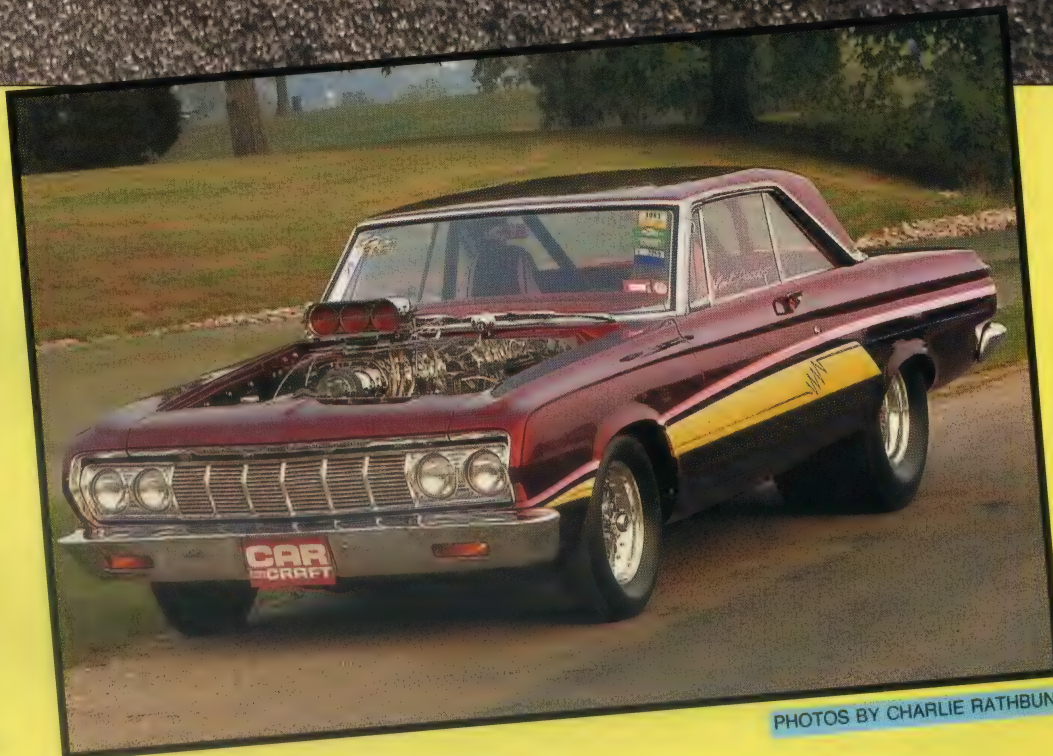
A Blown KB Hemi Makes This Plymouth A Bodacious Belvedere

By Jerry Pitt

JFZ disc brakes at each flange. S&W Race Cars built the four-link, and a set of modified Koni coil-overs suspend the entire assembly.

Oh, you want to know about the exterior? Neil turned to Adrean's Auto Body of Utica, New York, to bang out the dings and Bob Gerdes of Circus Custom Paint applied the candy lacquer hues of magenta, yellow, and deep black cherry. Rick's Upholstery sewed the interior into place and the only audio is provided by the low rumble of the Hemi.

And while he may be *technically* outside the category of Pro Street due to the vintage of the '64 Plymouth Belvedere, Neil Jacobs' transportation is the ultimate ride into the streetsphere. ☐



PHOTOS BY CHARLIE RATHBUN



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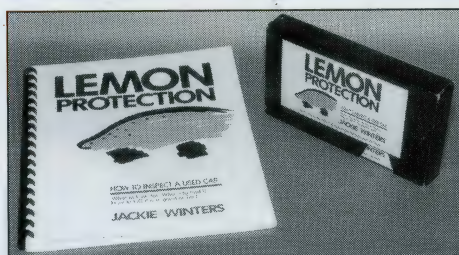
IN REVIEW

LEMON PROTECTION: HOW TO INSPECT A USED CAR

Buying a used car is a crap shoot, but there are precautions the consumer can take to lessen the chances of buying a piece of self-propelled citrus fruit. With the help of Jackie Winters' guide to inspecting used cars, *Lemon Protection*, the consumer may save himself many headaches.

Winters uses his 14 years of experience as a mechanic as the basis for his consulting firm, Mechanic Rip-Off Protection, to advise large corporations as well as private parties, against purchasing cars with potential problems. He has also served as an auto-mechanic advisor on local television and radio shows.

Lemon Protection, and the accompanying video tape, follow the steps Winters has developed over the years when inspecting a car for a client.



While the entire inspection takes him only 20 minutes for a single vehicle, a novice should expect to take about an hour for a thorough once-over of a prospective car.

Detailed instructions cover the inspection of exterior, interior, and undercarriage, including driveshaft, transmission, and front end. The most space is devoted to engine inspection. This chapter is also broken down to cover the master cylinder and smog equipment. There are even steps to test the compression and charging systems.

Trouble spots, such as worn belts or hoses, types of leaks, and unusual noises, along with possible sources, are explained, with general estimates for repair. Readers do not have to be certified mechanics to understand *Lemon Protection*, as technical terms and automotive component locations are explained with simple language and illustrations.

Since many of us are not fortunate enough to inherit the family muscle-car that mom drove to the store and back, we must resort to buying a used car. Jackie Winters hopes to increase our odds in used car crap shooting. Mechanic Rip-Off Protection, Dept. CC, 1041 North Orange Drive, Los Angeles, CA 90038, 213/962-9789. \$19.95, plus \$3.00 postage outside of California, for the book and video.

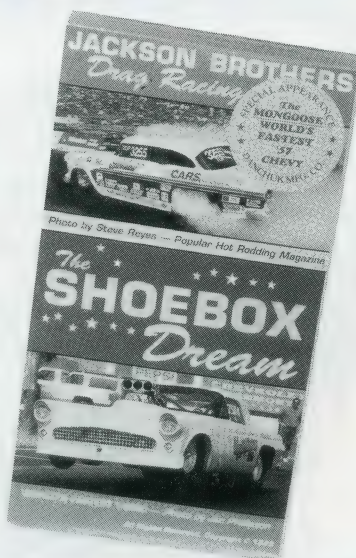
—Brian Kaya



THE SHOEBOX DREAM

I'll betcha every drag racing fan loves Shoeboxes. These big old cars, with the aerodynamic sleekness of a Maytag, won our attention 30 years ago, and haven't lost it yet. The Jackson Brothers have spent the last several years aiming their camera at these cars. The result, *The Shoebox Dream*, is a collage of the fastest from the Fifties running in the Eighties. The Jacksons hit all the biggies: Charles Carpenter's '55 Chevy, Rob Vandergriff's 1957 SoffSeal Chevy, Dave Riolo's '55 Temptation, Bob Bunker's '55 Folsom Flash, and, of course, Christine. You could argue whether or not Wayne Torkelson's '55 Ford T-Bird is a bona fide Shoebox, but it's an exciting car, so who cares?

The bulk of the video is highlights of these cars going for records or running in match races (often against each other) at tracks around the U.S. during the past three years. The Brothers take us to Baylands in 1986 to see Riolo run a 7.73 for the Shoebox record—and then to a match



race between his Temptation and the 600cid SoffSeal Chevy. By the end, we're back in Fremont for one of the final moments at Baylands, as Charles Carpenter sets a world record with a 7.09/198 pass in his '55 Chevy. The action is broken up by interviews of the racers, and by several sequences with the camera mounted inside the car. Most of these "ride along" moments are a lot of fun; some provide good exercise for your fast-forward finger.

I'm not a big fan of crash footage and the video's three "Shoebox Nightmare" segments, replete with spooky music and "Twilight Zone" narration, added little to my enjoyment. A highlight, however, was the special segment on Tom McEwen's '57 Chevy Funny Car. McEwen narrated this retrospective profile of his career, featuring vintage footage from his early days, and his recent 6.05/223 pass in the world's fastest '57 Chevy.

The Jacksons are not slick filmmakers. Their photography is a bit on the shaky, home-movie side. With some extra cameras, they could have stationed guys along the track to catch all the action. But hey, if you want George Lucas, you know where to find him. However, for a look at the world's fastest Shoeboxes in their moments of glory, this is your video. *The Shoebox Dream*, Jackson Brothers Videos, Dept. CC, 2932 Burbank Drive, Fairfield, CA 94533, 707/426-3532, \$39.00 + \$3.00 postage (CA residents add 6% sales tax).

—Tim Bernsau

CROWD

The local Chevy dealer must have been a little baffled when Tom Davis made arrangements to sell back the engine and transaxle from the '88 Beretta he had just purchased. This was only the first

of many times that people would have their curiosity piqued by this car.

Tom and his wife Debbie decided to build a Beretta two years ago, inspired by the car's success in drag racing and

A "Street Comp" Beretta In A Class By Itself

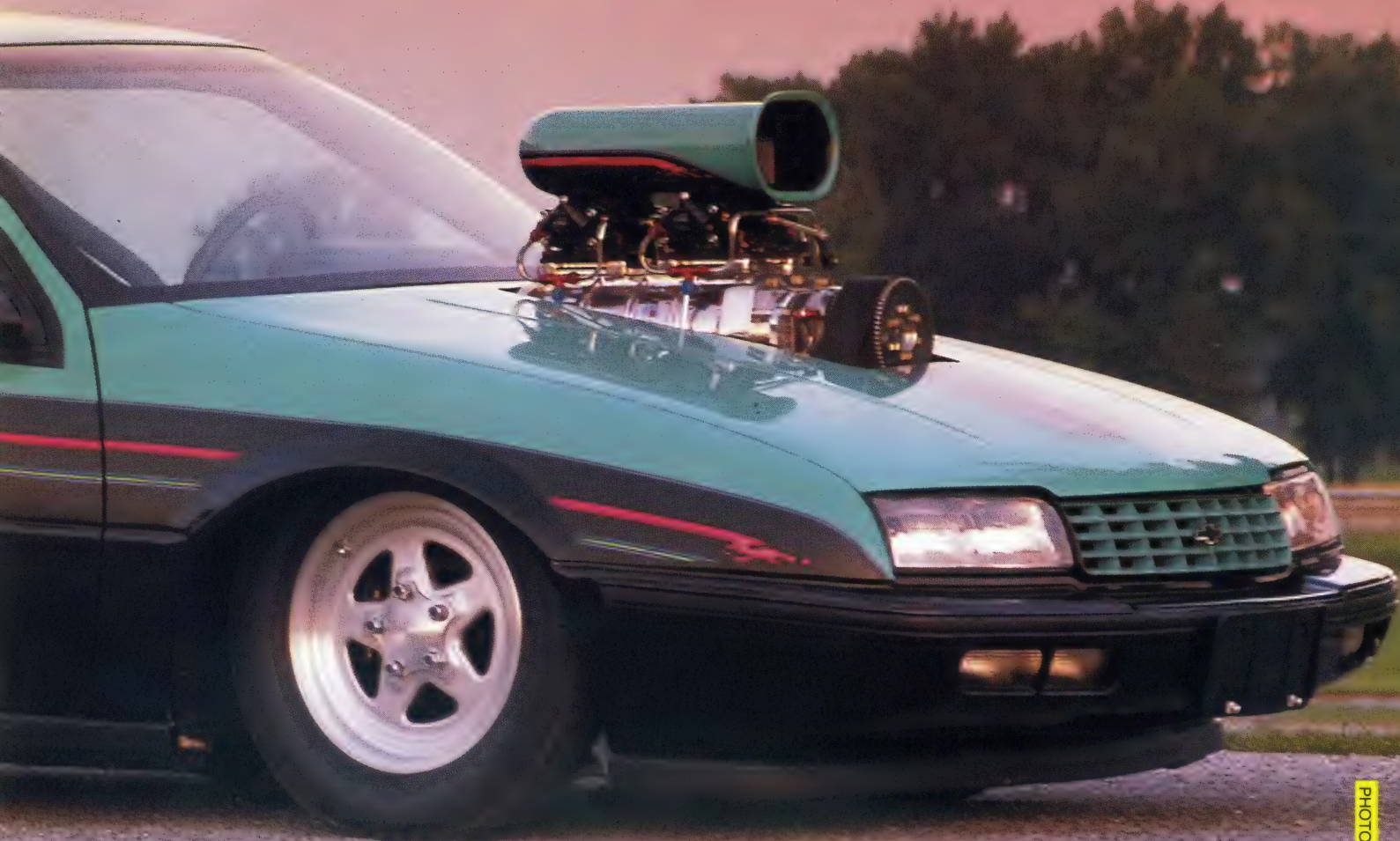


PLEASE

motivated by the fact that it would be different. Step one was to take the car down to the frame and rebuild it. Hawkins Speed Shop in Richmond, Indiana, handled the frame modifications,

including the swing-out side bars on the rollcage. Custom chassis work meets NHRA specs and was performed by Jeg's, with four-link, anti-roll bar, panhard bar, and pinion snubber from

By Tim Bernsau



PHOTOS BY DAVID FETHERSTON

CROWD PLEASER

Chassis Engineering, and Koni shocks and springs in all four corners.

Retaining the Beretta's all-steel body made for a tight fit when the yanked Chevy engine was replaced with a Donovan aluminum 350 small-block. Hawkins machined the block, bringing displacement to 402 inches and horsepower to 500, and ported and polished the Brodix heads. Comp Cams rods connect the Venolia 7:1 pistons and Speed-Pro rings to the Crower 400 crank. Valvetrain pieces are from Competition Cams, with the exception of Manley valves. Tom chose valve covers and breathers from B&M. A BDS manifold, 6-71 blower, and air cleaner, and dual Holley 650s provide induction, while custom 2-inch headers and SuperTrapps expel exhaust.

A Hurst shifter controls the TCI Turbo 350 and 10-inch converter. A Ford 9-inch rearend with Detroit Locker and Strange axles improves

the launch of the 21-50×15 Mickey Thompsons on 15×15 Weld Star wheels. Front 3.5×15 MT rubber wraps 3.5×15 Weld Stars. Wilwood brakes slow 'em down.

Tom opted to keep the interior more street than strip; it's a look he calls "Street Comp." The rebuilt chassis stole headroom, so the Recaros had their mounts cut to fit and were upholstered to match Larry Sneed's gray cloth interior. The AutoMeter amp, oil pressure, and water temp gauges complement the stock gauges. Scott Sullivan stretched the rear quarter panels and applied the soaking wet aqua and black paint and the eye-catching graphics.

Tom's plan is to win awards at street machine events for about a year (he took three awards in Du-Quoin), and then cruise. And since there is usually a crowd following their "Street Comp" Beretta, it is clear that Tom and Debbie Davis definitely don't follow the crowd. ☺

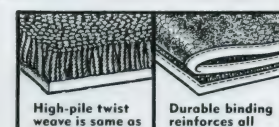
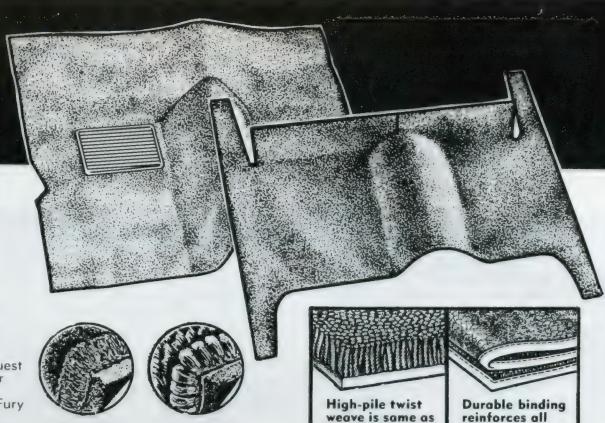


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AMC	Cadillac	Chrysler	Ford (Cont'd.)	Mercury	Plymouth
83-88 Alliance	(Cont'd.)	(Cont'd.)	68-70 Falcon	(Cont'd.)	(Cont'd.)
53-74 Ambassadors	67-89 Seville	57-81 Newport	78-80 Fiesta	82-83 LN-7	84-86 Conquest
60-68 American	57-90 New York	57-90 New York	60-82 Futura	81-89 Lynx	70-79 Duster
68-70 AMX—see below	55-76 Belair	57-61 Saratoga	57-77 Galaxie	71-80 Marquis	60-78 Fury
57-72 Classic	87-90 Baretta	60-61 Windsor	75-82 Granada	58-63 Meteor	75-90 Astro Fury
78-83 Concord	58-76 Biscayne	Dodge	75-89 LTD	75-80 Monarch	62-77 GTX
60-63 Custom	67-90 Camaro	81-90 Aries	70-77 Maverick	57-77 Montclair	78-90 Horizon
60-63 Deluxe	65-90 Caprice	76-80 Aspen	64-80 Mustang	68-75 Montego	57-59 Plaza
80-86 Eagle	82-90 Cavalier	70-83 Challenger	68-90 T-bird	55-80 Monterey	81-90 Reliant
70-78 Gremlin	82-89 Celebrity	62-86 Charger	86-90 Taurus	57-77 Park Lane	67-77
70-79 Hornet	64-80 Chevelle	71-90 Colt	84-90 Tempo	86-90 Sable	Roadrunner
68-74 Javelin	76-90 Chevette	65-76 Coronet	55-67 T-bird	88-89 Tracer	78-83 Sapporo
65-72 Marlin	62-68 Chevy II	84-86 Conquest	see below	84-89 Topaz	69-74 Satellite
71-78 Matador	80-86 Citation	70-76 Dart	68-90 T-bird	81-82 XR-7	87-90 Sundance
64-70 Rebel	87-90 Corsica	84-90 Daytona	70-76 Torino	78-83 Zephyr	83-87 Turismo
78-82 Rogue	60-69 Corvair	63-77 Demon	57-61 Victoria	Oldsmobile	60-76 Valiant
79-83 Spirit	58-82 Corvette—see below	77-90 Diplomat	Geo	85-90 Calais	76-80 Volare
79-80 Pacer	58-87 Impala	60-62 Lancer	1989 Metro, Prizm	85-90 Cutlass	Pontiac
75-80 Buick	64-83 Malibu	85-89 Lancer	Lincoln	82-90 Cutlass	52-90 A-6000
73-75 Apollo	64-89 Monte Carlo	62-79 Magnum	58-87 Continental	79-90 Cutlass Supreme	61-81 Catalina
55-90 Centurion	75-80 Monza	80-83 Mirada	69-89 Mark Series	68-90 Delta 88	55-60 Chieftain
55-89 Electra	56-60 Nomad	65-78 Monaco	61-76 F-85	69-90 98	85-87 Fiero
55-89 LeSabre	69-79 Nova	60-73 Polara	81-89 Town Car	82-88 Firenza	83-87 LeMans
73-90 Regal	86-89 Nova	57-59 Royal	78-80 Versailles	73-84 Omega	85-90 Grand Am
66-89 Riviera	85-88 Spectrum	79-81 St. Regis	Mercury	65-80 Starfire	62-90 Grand Prix
75-90 Skyhawk	85-88 Sprint	87-90 Shadow	75-80 Bobcat	68-90 Tornado	64-76 GTO
69-87 Skylark	71-79 Vega	63-77 Shwin	71-77 Comet	65-84 Vista	83-87 J-2000
62-68 Special	Chrysler	85-89 400, 500	Ford	Cruiser	78-86 Phoenix
85-89 Somerset	87-89 Conquest	87-90 Crown	87-90 Crown	65-76 Arrow	83-88 Parisienne
62-70 Wildcat	75-83 Cordoba	83-84 E-Class	Victoria	60-77 Cyclone	89-90 Safari
Cadillac	83-87 Executive	83-87 Executive	57-77 Custom	60-77 Cyclone	76-90 Sunbird
65-80 Calais	83-88 Eldorado	83-88 Eldorado	81-90 Escort	57-77 Colony	81-87 LeMans
68-88 Cimarron	83-88 El Camino	82-89 EXP	Park	79-82 Champ	61-69 Tempest
55-89 DeVille	84-86 Laser	57-69 Fairlane	81-89 Grand Marquis	83-90 Calt	67-90 Trans Am
67-89 Eldorado	77-90 LeBaron	78-83 Fairmont			71-80 Ventura



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HOW TO ORDER

State Make, Year, Model, Name and/or Number, Bench or Bucket Seats, Standard or Automatic Transmission, Color Desired & Stk. No. For Cars, Also State Body Style, With or Without Console, Number of Doors, Standard or Power Brakes & Left or Right-hand Drive (old cars & trucks only). For Trucks, Also State 2WD or 4WD; 3, 4 or 5-speed Transmission & Floor or Column Shift. Shipped from factory.

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Choose nylon cut pile or polypropylene loop pile. Nylon Colors: Black, Dk. Brown, Gold, Dk. Blue, Lt. Blue, Turquoise, Red, Burgundy, Firethorn, Dk. Green, Silver Gray or Med. Gray. Polypropylene Colors: Black, Dk. Blue, Brown, Med. Green or Maroon (exc. 63-82 Corvette—available in Black, Blue, Brown or Burgundy). See How to Order at right above.

Set, Year, Model	Nylon Cut Pile	I-Set	Polypropylene Loop Pile	I-Set
8-pc. Complete for 68-70 Am. Mtrs. AMX	78-2533NF	\$166.46	78-2532XF	\$143.96
5-pc. Front for 54-62 Corvette	78-0152WF	\$21.16	78-0129UF	\$11.36
4-pc. Front for 63-64 Corvette	78-3227TF	\$9.46	78-0130BF	\$8.25
2-pc. Front for 65-82 Corvette	78-0153UF	\$46.76	78-0131PF	\$35.96
Complete Front & Rear for 63-82 Corvette			78-0944WF	\$152.96
1-pc. Front for 55-57 Thunderbird	78-0154BF	\$46.76	78-0132YF	\$40.46
2-pc. Front for 58-67 Thunderbird	78-0155RF	\$36.86	78-0133WF	\$30.56
Complete Front & Rear for 58-67 T-bird	78-0156XF	\$100.76	78-0134UF	\$80.96



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MONZA MONSTER

Late-'70s Chevys make great street machines. Mike Mealey of Levittown, Pennsylvania, went one step further when he built his '78 Monza. A set of 10.1:1 plugs pack the 0.030-overbored 350cid. There's also a pair of 660 Holleys sitting atop an Edelbrock tunnel ram. A B&M QuickSilver shifter brings the TCI 3500-rpm stall converter to speed, which gives the 4.56:1 gears plenty to do. Not visible are a four-point rollbar, aluminum tubs, and a homemade frame. Unfortunately, after the car was built, Mike had open heart surgery, but we're happy to report that he is now doing fine.

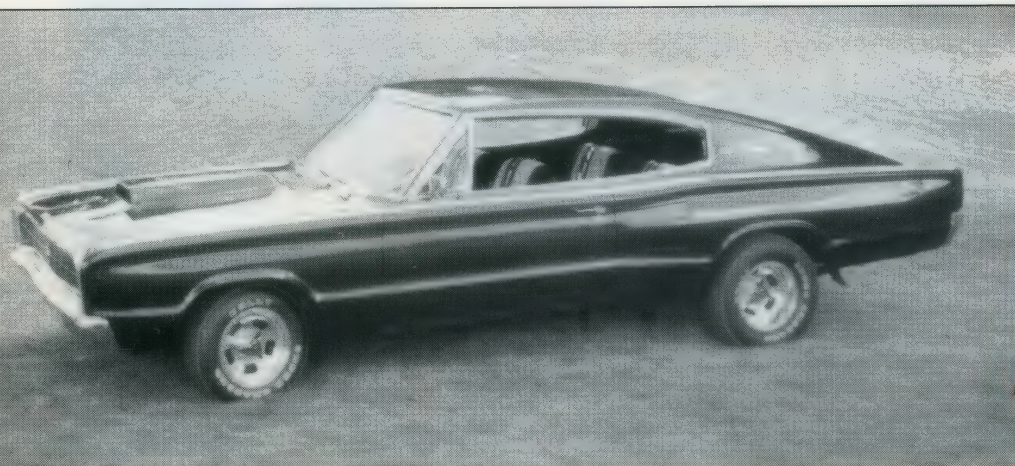
NO SLEEPERS!

There are some cars that immediately announce the owner's intentions. Take this '65 302 Mustang, for instance. Besides the red, orange, yellow, and blue hues, there's a big ol' B.D.S. scoop sticking through the hood, collecting air for the dual Holley 465cfm carbs and the Dyers 6-71 supercharger. An N.O.S. injection system allows the driver to control additional boost. Capping off the Comp Cams valvetrain components are a pair of 351 Windsor heads. The B&M Mega Shifter massages the Fairbanks C-4 tranny through the 8-inch Posi unit with 4.63 gears. It seems that sleepers are not Gary Tibbit's idea of daily drivers.



VICTORY ROAD

With 25 car show awards and trophies to his credit, of which 19 are first-place ranking, Kevin Wallner has reason to be proud of his '67 Dodge Charger. Kevin had the stock 383cid bored 0.030-inch. Carl & Jerry's Shop in Sheboygan, Wisconsin. Much of the motor is polished or machined stock, or Direct Connection performance parts. Also polished is the Edelbrock 383 Tri Power manifold and Holley carbs. The factory four-speed crunches through the stock 8 $\frac{3}{4}$ -inch 3.23 Positraction rear. Kevin dubbed his altered black cherry Charger "Purple Haze."



DEPARTMENT OF TRANSPORTATION

Due to the overwhelming demand by all of you who want to see *your* car in this magazine, we've opened up our own "Department Of Transportation" within the pages of CAR CRAFT! "D.O.T." showcases a select number of street machines as well as the photographic handwork of their owners.

Street machines for D.O.T. must be tastefully finished (i.e. no primer spots, partial interiors, etc.), and the photo package *must* include at least three good overall shots of the car, plus detail shots of the engine, interior, and special features. For production purposes, each black and white print must be a 5x7 or 8x10 glossy (do not send undeveloped film or negatives), and color photos must be shot with transparency (slide) film. All submissions become property of CAR CRAFT magazine and will not be returned.

If you would like to submit a photo package of *your* street machine for D.O.T., fill out the following tech questionnaire, sign the photo release, and mail everything to:

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8490 Sunset Boulevard, Los Angeles, CA 90069

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OLD BLOCKS IN NEW CARS...
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CHIP ON THE OLD BLOCK

I have a '68 327/350-hp engine that I plan to install in an '87 Camaro, once the engine is rebuilt. I'd like to hook up everything that's in the '87, including the air conditioning. Do you see any problem in doing this, and should I be concerned about a change in the electronic controls (the "chip" in particular)?

Don Dulong
Ontario, Canada

It's doubtful you'll have any difficulties. But you might consider contacting the tech lines at Hypertech Performance in Memphis, Tennessee, at 901/382-8888. Mark Heffington

Technical Information By Jim McFarland. Illustrations By Pete Millar. Reader's inquiries are invited for this column. Unfortunately, no personal replies can be made to letters. CAR CRAFT will publish as many letters, with McFarland's responses, as space permits. Mail letters to TECH TALK, CAR CRAFT Magazine, 8490 Sunset Blvd., Los Angeles, CA 90069.

has been a leader in this sector of the performance aftermarket for quite a period of time and should be able to provide you with good information.

TUNNEL CARES

I recently installed an Edelbrock Tunnel Ram for a small-block Chevy driven on the street. The carburetors I am using are 390cfm Holleys with vacuum secondaries. I've talked to local speed shop people and they all have different suggestions as to how these carburetors should be adjusted for the way I drive this vehicle.

Any suggestions you could make would be very helpful.
Johnny S. Mendor
Rentz, GA

Our suggestion would be that you contact the technical services department of the Edelbrock Corp., 2700

California Street, Torrance, CA 90505, (213/781-2222). They not only developed this intake manifold but were also responsible for the fuel metering changes that might be required of the carburetors you've selected.

And if you happen to have no success in this regard, get in touch with Fuel Curve Engineering (in Tryon, North Carolina).

TOO MUCH CAM, #847,639

I have a '73 Chevelle SS with the original 454 engine. Last winter I had it completely rebuilt.

It's running about 9.0:1 compression ratio and a camshaft of 0.589-inch intake and exhaust lift with a lobe center of 108 degrees. Duration is 296 degrees.

Flushing With Water Just Doesn't Wash.

The problem is that the engine doesn't pull very hard until about 5000 rpm. Do you think this cam is too much for low compression, and would a larger cam help the low-end torque?

Scott Mondeville
Lowell, MA

First of all, the cam you've selected isn't matched to the mechanical compression of the engine. Consequently, to save money, you'll need to advance to at least 4 to 6 degrees. This will boost the low-rpm torque you seem to want.

But in this process, make certain piston-to-valve clearance is adequate, primarily some 15 to 20 crankshaft degrees before and after top dead center (TDC) piston position.

To make a car of this g.v.w., you need torque. Rear gear ratios on the order of 3.73 or 4.11 will really help, as will rear tires of O.D. in the range of 29 to 32 inches.

What you need to keep in mind is that mileage is going to suffer, but performance will offset the losses to

fuel economy. Your basic choice of car is excellent, but you need to understand the sacrifices that are associated with neck-snapping experiences. And don't forget what a nitrous system can do to this entire package.

HEAD TORQUING

I'm a high school student and am in the process of rebuilding my first en-



gine. Because of this, I have some questions. The engine is your typical small-block Chevrolet V-8.

How should I torque down the cylinder head bolts? I'm more concerned about the sequence than the value.

Earl Garrison
El Paso, TX

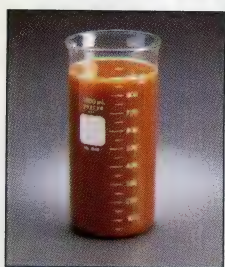
Regardless of the type of cylinder head gasket you intend to use (ranging from stock to some form of composition design), you should first determine the amount of final torque for each bolt (shorter bolts typically require different torque settings as compared to longer bolts). The big-block Chevy is a classroom case of this requirement.

Let's say you'd like to have a final torque value of 70 ft-lbs. At some lesser point, probably around 45 ft-lbs, start at the most central head bolt and begin tightening it and the remaining ones in a clockwise pattern (working from the inside out).

Next, you should increase the torque setting to 60 ft-lbs and repeat the pattern. And finally, the value of 70 ft-lbs can be applied, once more in the same torque pattern described.

What this does is allow both cylinder head and block material (including the gasket) to come into gradual compatibility as opposed to "shocking" the mating surfaces and risking future sealing problems. This is not as much a cooling system problem, but

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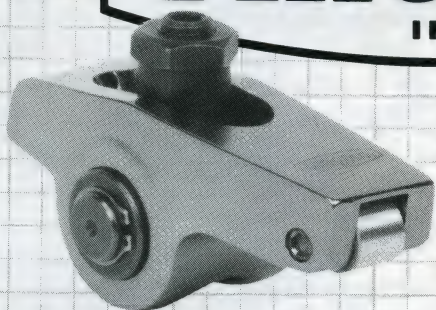
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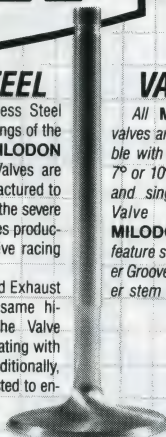
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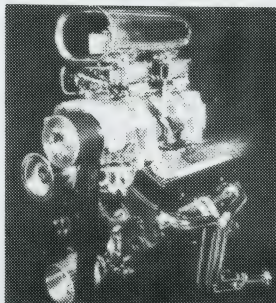
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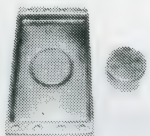
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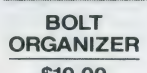
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TWICE PIPES

I have a '89 Chevy Silverado pick-up that is basically stock. Without making any changes to the engine, what could I do to improve low-rpm torque? I don't want to change any of the emissions equipment but would like to improve the towing power of the 5.7L V-8 that came with the truck.

Chris Williams
Tuskegee, AL

Install a true dual exhaust system (i.e. stock mufflers and leave the O.E.M. catalytic muffler in its stock position). Then you can install a cross-over pipe between the two head pipes (ahead of the converter) of a size no less than two-thirds the O.D. of the stock head pipes. This will boost torque output below the engine's rated rpm torque peak, and still not have an adverse impact on emissions (certainly as measured by the means used for vehicle transfer on those employed for periodic compliance in critically defined air basins, such as the Southern California area).

JETTING TO THE FRONT

I have a #4150 Holley four-barrel carburetor that I use on a small-block Ford for bracket racing. I'd like to know what jet change I should make if I remove the power valve.

Also, what is an annular discharge booster and how does it work?

Brad Wadkins
El Paso, TX

As a rule of thumb, you can figure a jet number increase on the order of 6 to 8 (richer) if you block the power valve with this type Holley carburetor. This can vary somewhat depending how radical your camshaft is, but it's not a bad starting place.

An annular discharge booster (as opposed to a nozzle bar of standard open design with single fuel entry) utilizes a series of small holes located around the inside perimeter of the booster (or throttle bore) near the ve-

na contracta (minimum venturi i.d.) The advantage of this is improved atomization of fuel at high air flow rates (rpm). A disadvantage is a lack of fuel metering signal at the lower air flow rates (rpm). As a result, the design is quite suitable to WOT high-rpm engine operation, or use on the secondary side of a four-barrel carburetor activated at an engine speed somewhere above peak torque rpm (as is used on the carbureted 5.0L Ford V-8 engines).

OUT OF WHACK

I have a '74 Chevy Blazer that I sometimes take off-road. Recently, I noticed that at about 45 mph, there seems to be a vibration somewhere in the driveline. Since there are no balancing shops in my particular area, I was wondering how I can find the problem and at least make a temporary correction until I can get the shaft to someone with the proper equipment.

Jerry Hanks
Tyler, TX

This is a little tricky, Jerry, but it may get you by for a short time. By the way, jumping over rattlesnakes (for fun or profit) is probably not something you should be practicing with your sometimes street-driven Blazer. Whether you know it or not, we were raised in Texas and know the territory.

Raise the vehicle from the rear and support it with jackstands. Then remove the rear wheels/tires. Have someone start the engine, place the transmission in drive and bring the engine speed to about 40 mph. With a piece of chalk, carefully approach the spinning driveshaft until it first contacts the chalk. This will show you what we are presuming is the bent or "low" side of the shaft.

Using a pair of worm gear hose clamps, position the clamps with the clasps side by side and diametrically opposite the chalk mark. Re-start the engine and bring its rpm back up to the point of previous imbalance. If this doesn't solve the problem, stop the engine and begin rotating the clamps (separating the clamps) around the shaft until you've compensated for the out-of-balance.

Make every effort to get what we believe to be an out of balance shaft to a reputable shop. Make sure they also inspect the U-joints for dry or damaged bearings/cups. These things often go hand in hand.

TIRE BURNER

I have a big-block Chevy in a Nova that is your typical street machine. How much do you think I can over-



drive the 6-71 that I have on the engine? I don't want to have any driveline problems. I should also mention that the drivetrain is stock, including the tires.

Barry Walker
Spokane, WA

Let's examine this situation in its proper order, Barry. First, a big-block Chevy in a Nova II (no other changes) is a tire turner. Add a 6-71 Roots-type supercharger and it becomes a tire turner-plus. Consider over-driving the blower (with this combination) and you should start looking for some sort of partnership in a tire store.

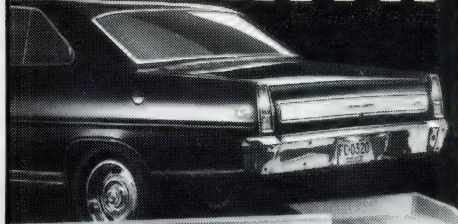
SALT VALVES?

What's the purpose of so-called sodium valves? I keep hearing the term but don't know what it means.

Doug Garrison
Seattle, WA

Typically, sodium is used to fill the hollow stem of an exhaust valve. This is because these valves are operationally at a much higher temperature than that of intakes. Functionally, this metallic sodium (partially filling the hollow stem) becomes liquid at operational temperatures. It is the movement of this material back and forth within the valve that helps transfer valve heat back up the stem where it can be dissipated through the guide and into the engine's cooling system. ☺

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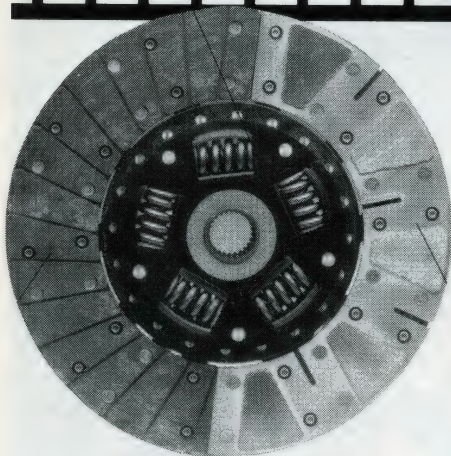
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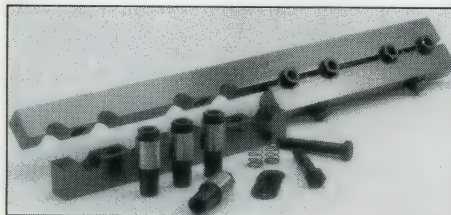
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NEW PRODUCTS



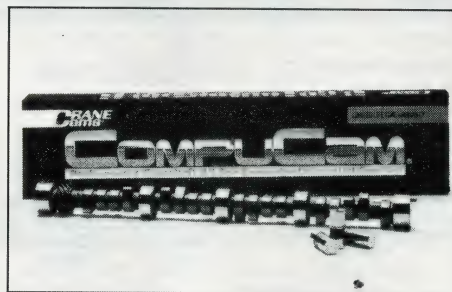
CLUTCH RELIEF

Midway Industries introduces the Centerforce Dual Friction® Clutch System to their line of Centerforce® and Centerforce II® diaphragm clutches. By incorporating two different friction materials with complementing performance characteristics, the Dual Friction Clutch System provides superior power transfer throughout the driveline for maximum extremes of engine horsepower and torque. The non-asbestos composite is specifically designed for lower operating temperatures while the GTC-100 metallic composition is the ideal material for critical temperature levels. For more information on the Centerforce Dual Friction Clutch System, write to Midway Industries, Dept. CC, 15114 Adams St., P.O. Box 980, Midway City, CA 92655.



FIT TO BE TIED

Competition Cams' Small-Block Chevy Stud Girdles are manufactured from 6061-T6 aluminum billet with a fully machined red anodized finish. The optimum in strength, these components feature centerless-ground adjusting nuts, and are quick and easy to install and remove. For more information, contact Competition Cams, Dept. CC, 3406 Democrat Road, Memphis, TN 38118.



BUMPSTICK WITH A BYTE

Crane Cams' newest entry to its line of camshafts is the CompuCam 2000. Designed to replace the stock bumpstick on today's computer-controlled engines without making any other changes including PROM chip replacement, this product line operates within the parameters of the ECM. CompuCam 2000 camshafts for Buick V-6s (3.0L and 4.2L), Chevrolet V-8s (5.0L, 5.7L, and 7.4L), Chevrolet V-6s (2.8L, 3.8L, and 4.3L) and Ford 5.0L engines in both standard and High Output varieties are currently available. For more information contact Crane Cams, Dept. CC, 530 Fentress Boulevard, Daytona Beach, FL 32014.



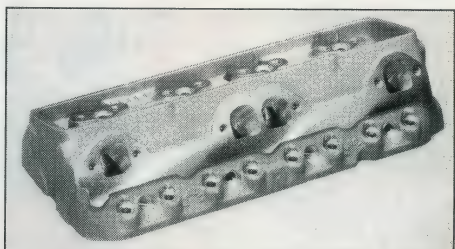
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"The Light" is a self-powered, precision timing light that eliminates the need for an external power source. Clip the inductive pick-up to the number one spark plug wire and the Xenon bulb strobes each time the plug is fired. Power comes via two D-size nickel cadmium batteries and "The Light" can be used to set ignition timing on virtually any spark-ignition system, including gasoline, alcohol, and LPG. For more information write to Flaming River Industries, Inc., Dept. CC, 24520 Bagley Road, Cleveland, OH 44138.



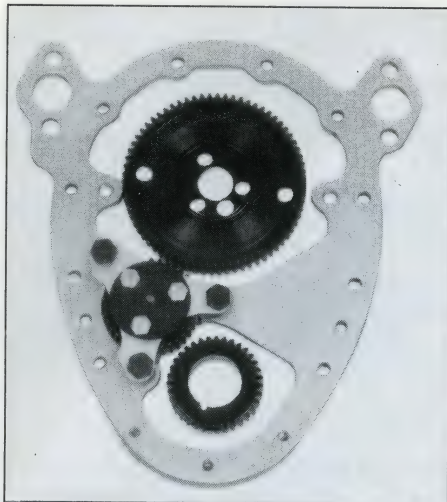
NO-SLUG SLUGS

TRW's line of Powerforged pistons were originally developed for the high-compression engines of the muscle car era. Today, a complete line of Powerforged pistons is available to meet the demands of competition and street vehicle applications. These aluminum pistons are forged under 3000 tons of pressure, resulting in a denser grain flow which permits these pistons to run up to 18% cooler than comparable cast components. For more information, contact TRW Automotive Aftermarket Division, Dept. CC, 8001 East Pleasant Valley Road, Cleveland, OH 44131-5582.



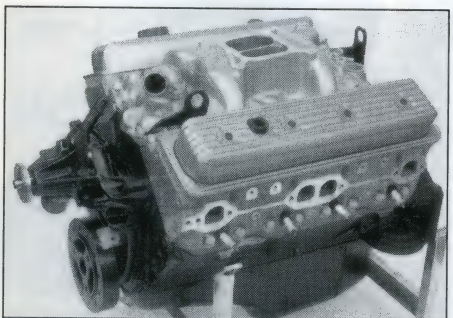
HOT HEAD

Brodix's Track I® cylinder head is the newest addition to their line of small- and big-block Chevrolet components, and is their lowest-priced cylinder head, coming in at \$899 for a pair of bare castings. If you want finished and assembled heads complete with port matching, valve bowls blended, competition valve job, 2.080/1.600 valves, steel retainers, roller springs, studs, guide-plates, and 10-degree valve locks, a pair of Track I® heads can be purchased for \$1290. Want more information? Contact Brodix, Inc., Dept. CC, P.O. Box 1347, Mena, AR 71953.



FINE WHINE

Summers Brothers, Inc. now offers a lightweight version of their popular small-block Chevrolet Camshaft Gear Drive. Manufactured from 6061-T6 aluminum, the new kit weighs a full 2.8 pounds less than their current gear drive. The components fit behind the stock stamped steel timing chain cover and come complete with all fasteners and easy-to-follow instructions. For more info, contact Summers Brothers, Inc., Dept. CC, 530 S. Mountain Ave., Ontario, CA 91762.



MOUSE THAT ROARS

GM Service Parts Operations now has available their much-talked-about PN 10134338. The High-Output 5.7L Chevy V-8 produces 345 horsepower and 380 lbs-ft of torque and features a 750cfm carburetor, forged steel crankshaft, "pink" rods, and 9.8:1 hypereutectic aluminum pistons. The lightweight aluminum Corvette "D-port" cylinder heads are utilized, as is a camshaft with 0.480-inch-lift, and a Delco High-Energy Ignition system. This turn-key engine is available from your local General Motors dealership. For additional information, contact GM Service Parts Operations, Dept. CC, P.O. Box 33113, Detroit, MI 48232.

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690179-1	4:11	154.95
690185-1	4:56	154.95
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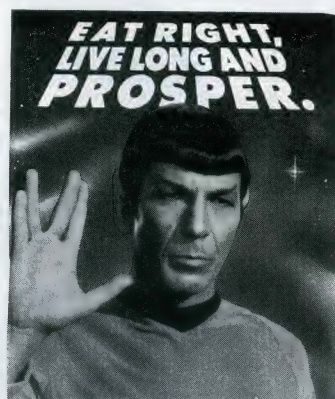
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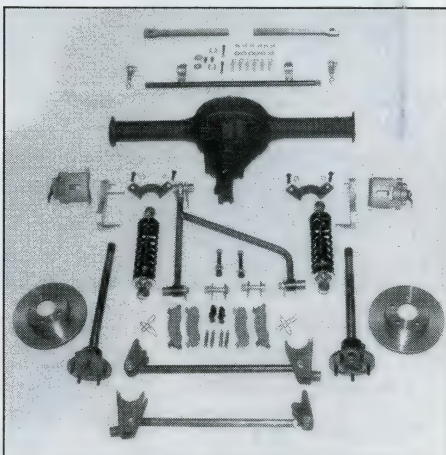
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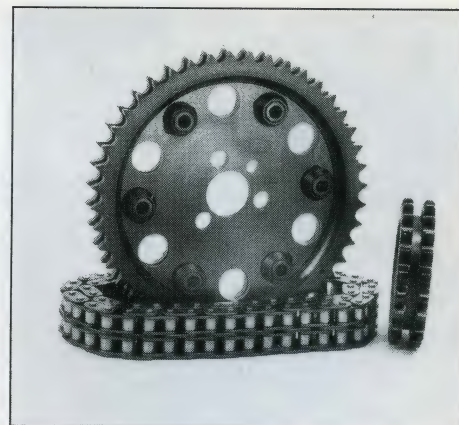
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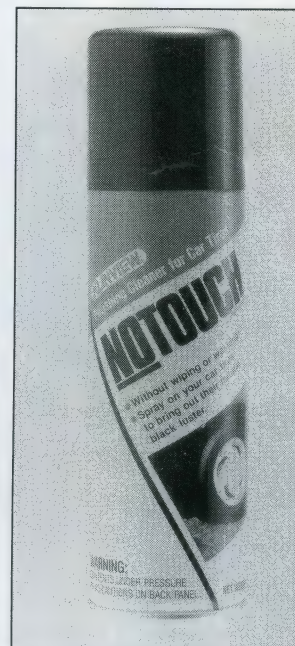
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The Hobart Handler 120V MIG Welder is a lightweight, portable unit that can be used around the garage equipped with standard 110V alternating current. This two control welder can be used with either gas-shielded solid wire or self-shielded tubular wire by simply changing the positive and negative cable connections. For more information contact Weldco, Dept. CC, 1151 Findlay Street, Cincinnati, OH 45214.



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Advanced Performance Technology's adjustable cam timing gear set for small-block Chevy applications can reduce the time it takes for you to dial-in your camshaft. The steel cam gear and pre-stretched true roller chain is an asset when adjustments need to be made while paying for expensive dyno time. For more info contact Advanced Performance Technology, Dept. CC, 561 Iowa Avenue, Riverside, CA 92507.



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CALENDAR

OCTOBER

CLEVELAND, TN: Fall Cruise In #5, October 21, Stuart Park School. Contact The Cleveland Cruisers, Dept. CC, Route 1, Box 143, Ocoee, TN 37361, 615/338-5827.

SCOTTSDALE, AZ: 9th Annual Shelby Regional All Ford Show, October 21 & 22, Phoenix International Raceway and Lou Grubb Ford. Contact Arizona Shelby Club, Dept. CC, Bill Godwin, P.O. Box 121, Tempe, AZ 85280-0121, 602/897-8083.

NOVEMBER

YUMA, AZ: Classic Super Saturday Open Show, November 4, Southgate Mall. Contact Classic Chevs of Yuma, Dept. CC, P.O. Box 6375, Yuma, AZ 85366, 602/342-9511.

SEATTLE, WA: 21st Annual Hanna Car Wash International Auto-Rama Motorsport Expo, November 10-12, Seattle Center-Coliseum. Contact Promotions, Inc./Div. West, Dept. CC, 4140 South Lapeer Road, Pontiac, MI 48057, 313/373-2500.

PALM SPRINGS, CA: Nostalgia Stoplight Drags, November 16-19, Wyndham Hotel. Contact Palm Springs Vintage Grand Prix, Inc., Dept. CC, 330 East Sunny Dunes Road, Palm Springs, CA 92264, 619/320-9008.

MOBILE, AL: 10th Annual Mobile World of Wheels Custom Car Show, November 17-19, Expo Hall. Contact Ben Sebastian, Dept. CC, 8031 NE 169th Place, Bothell, WA 98011, 206/488-3505.

SALT LAKE CITY, UT: 16th Annual Coors Auto-Rama Motorsports Expo, November 17-19, Salt Palace II. Contact Mickey Ellis, Dept. CC, 2478 West 4600 South, Roy, UT 84067, 801/773-2357.

HOLLYWOOD, FL: 2nd Annual Florida Mopar Nationals Car Show, November 19, Hollywood Chrysler/Plymouth. Contact Florida Mopar Connection, Dept. CC, P.O. Box 83, Hollywood, FL 33022, 305/920-7348.

DENVER, CO: 26th Annual Miller World of Wheels Motorsports Expo, November 23-26, Currigan Hall. Contact Dave & Janine Carlson, Dept. CC, 4140 South Lapeer Road, Pontiac, MI 48057, 313/373-2500.

HOUSTON, TX: 30th Annual Chief Auto Parts Auto-Rama, November 23-26, Astro Domain. Contact Roy Riley, Dept. CC, 174 County Fair Drive, Houston, TX 77060, 713/447-1335.

KANSAS CITY, MO: 32nd Annual National Rod and Custom Show, November 23-26, Bartel Hall. Contact Darryl Starbird, Dept. CC, 504 SE Louis Blvd., Mulvane, KS 67110, 316/777-4665.

If your organization has an automotive event that it would like to have listed in the **CAR CRAFT** Calendar section, please send the appropriate information to **CAR CRAFT Magazine**, Calendar Section, 8490 Sunset Boulevard, Los Angeles, CA 90069.

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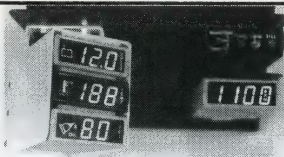
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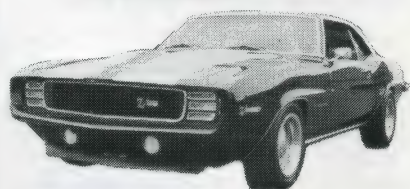
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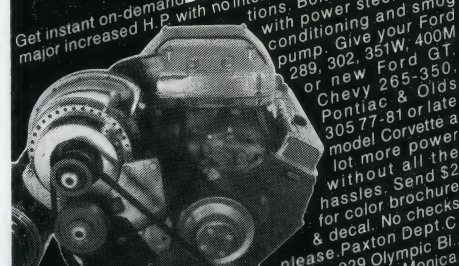
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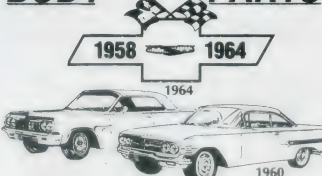
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
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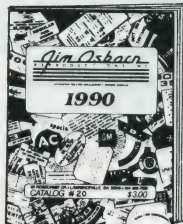
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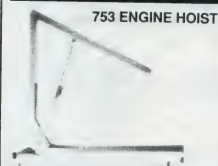
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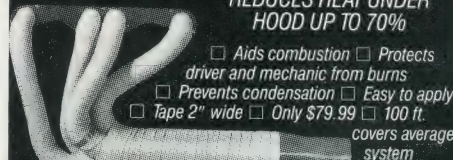
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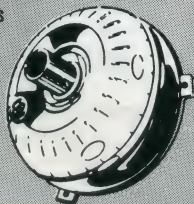
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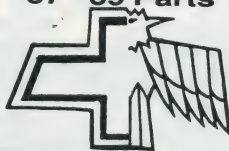
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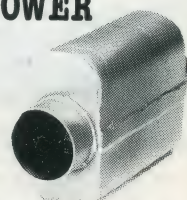
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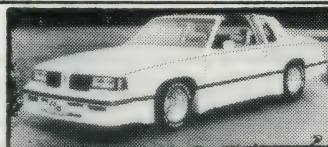
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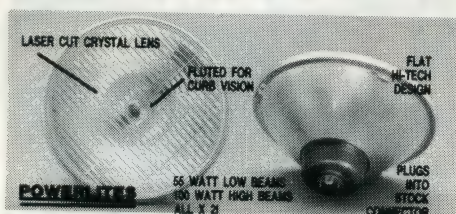
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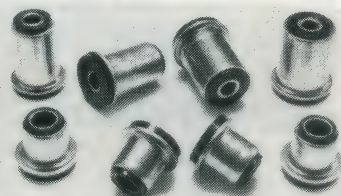
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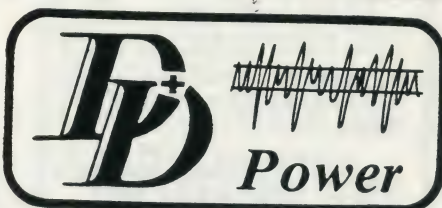
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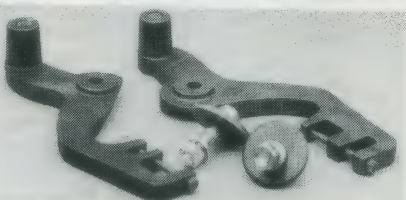
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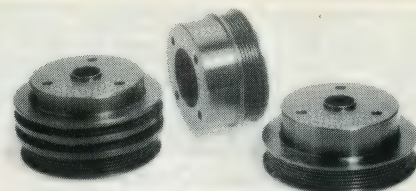


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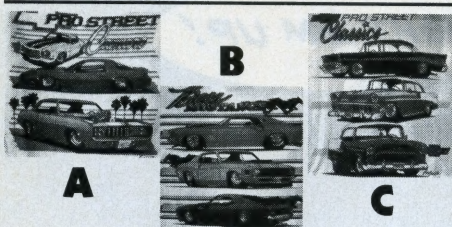


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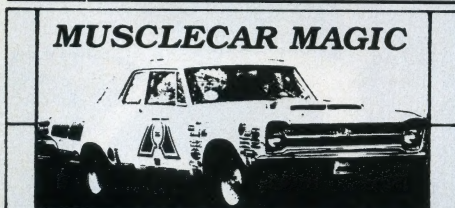
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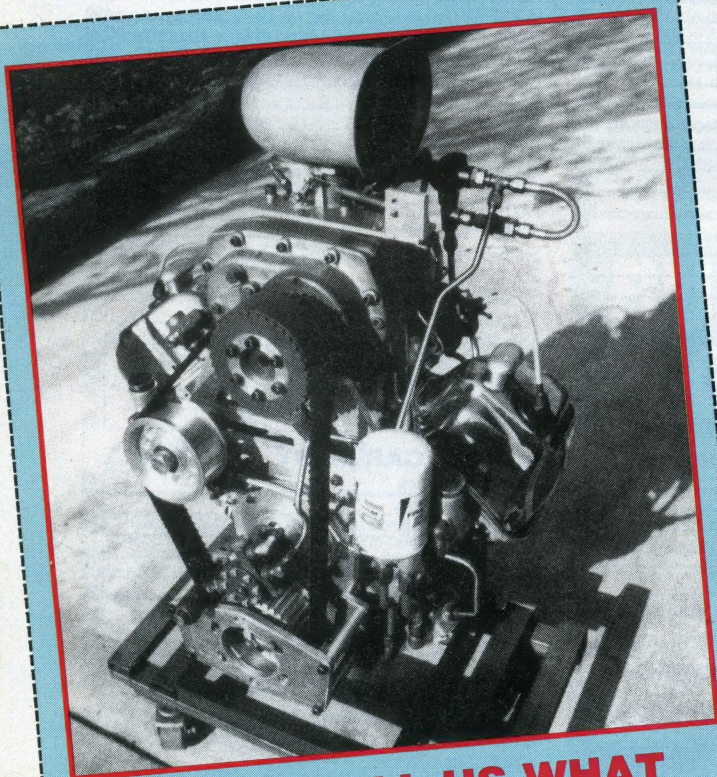
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IDLE TALK



CAN YOU TELL US WHAT THIS IS?

You guys are just too smart, so we're turning up the heat. Bet you don't know what this is! No, it's not R2D2's brother. First one to recognize this abbreviated two-banger wins a one-year subscription to CAR CRAFT. Send your entry to: Idle Talk, CAR CRAFT, 8490 Sunset Blvd., Los Angeles, CA 90069.

Builder: _____

Displacement: _____

Approximate horsepower: _____

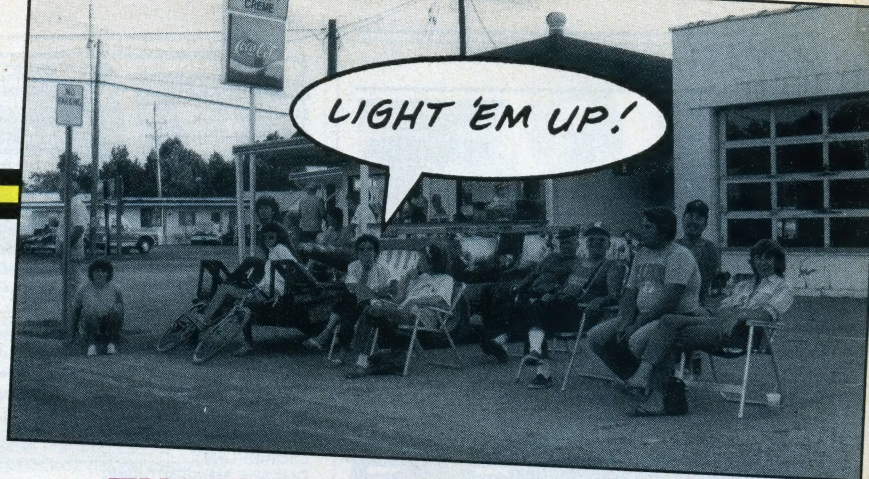
Application: _____

August's winner, Chris Chapman of Santa Ana, California, wondered why the dash from a 4100-pound '61 Chrysler New Yorker looked so familiar. Then he remembered. He owns one. Next month: September's winner and another C.Y.T.U.W.T.I. item!

FAST TALK

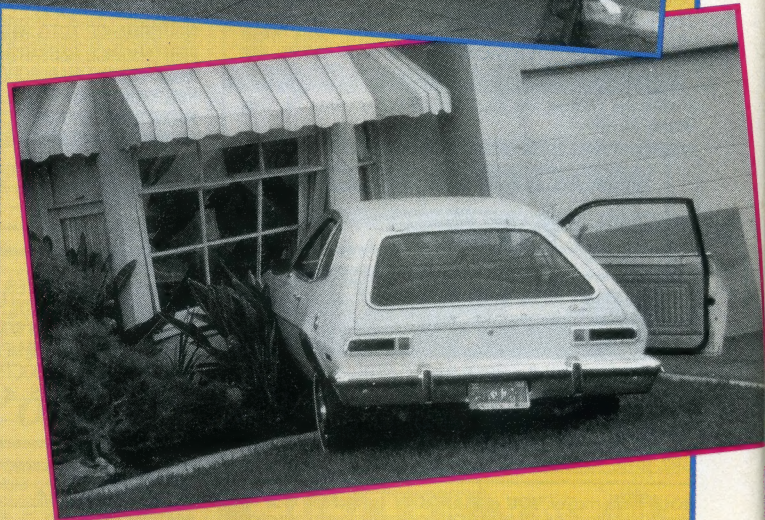
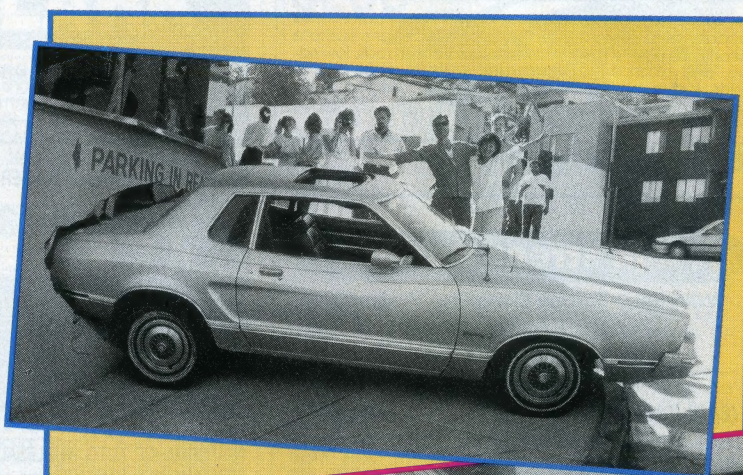
"Four cylinders, for sale, too much money!"

A former Olds supporter on the meaning behind the '90 Olds 4-4-2



THANKS FOR HAVING US

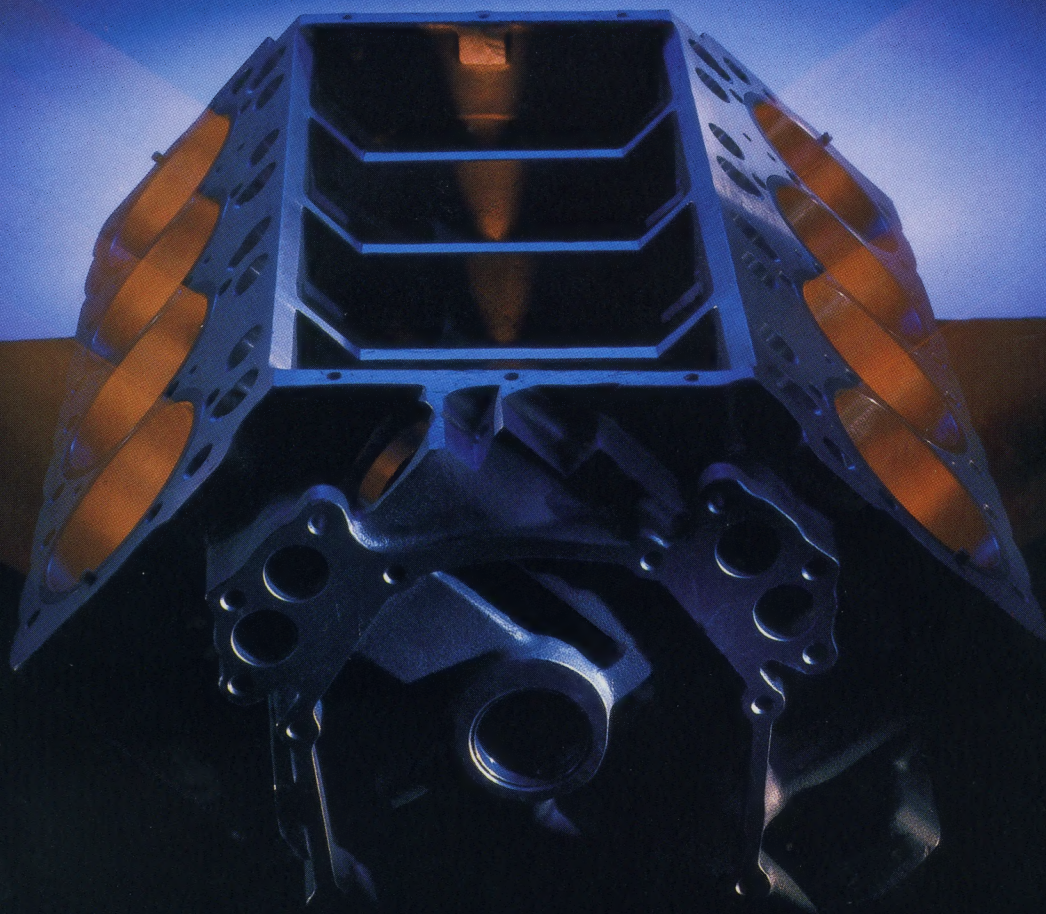
To everybody who made all of the summer's Street Machine Nationals events so much fun, we say "thanks," and with this photo, provide one last taste of being there. See you next summer!



CRASH COURSE

We recently spent a weekend honing our driveway driving skills at the Bozorunner Hi-Performance Parking Academy, and thought you might like to see how well we did. Editors Jerry Pitt and Tim Bernsau had some problems with reverse gear finesse, while Editor Dev Anand and his faithful Pinto lost points during the Suburbia Slalom Slowdown. Needless to say, practice makes perfect.

We're still playing with blocks.



Call someone at Mopar Performance a blockhead, and they're liable to thank you. Because playing with big blocks is an obsession that never stops.

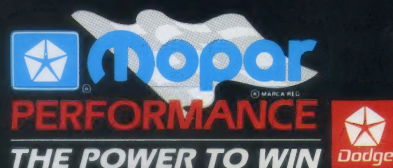
The all-new, lightweight 440 aluminum block you see above is a potent example. It can handle stock 440 or B1 heads with no sweat. Bores are already notched, so add-

ing a stroker crank is a snap. Its innovative, ribbed design means added strength and durability. And it's designed to handle either gasoline or nitrous oxide. Then there are the other power blocks we play with. Like our 318, 360 and race 340. All serious performers by any standard.

So, call us what you will. But don't be offended if we

keep on playing. You'll thank us down the road.

For the Mopar Performance Center nearest you, or to order a full-line catalog, call 1-800-228-4665.



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